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THE

ESSEX INSTITUTE

HISTORICAL COLLECTIONS

VOL. LV — 1919.



SALEM, MASS.

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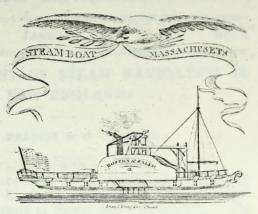
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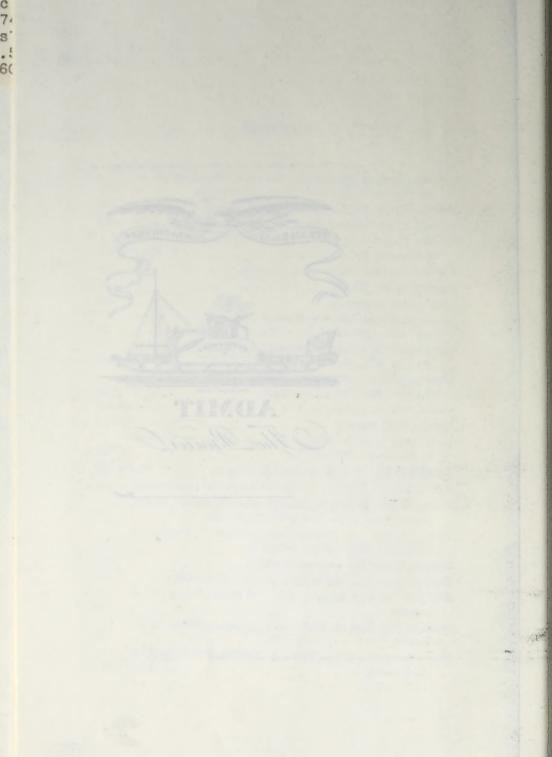
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HISTORICAL COLLECTIONS

OF THE

ESSEX INSTITUTE

VOL. LV

JANUARY, 1919

No. 1

SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.1

BY FRANCIS B. C. BRADLEE.

Exactly ten years after Robert Fulton's initial voyage on the Hudson River of the world's first successful steamboat, a company of Salem and Portsmouth, N. H., gentlemen had the courage and perseverance (few people nowadays realize how much of it was necessary to inaugurate in those days a new steam-driven enterprise) to build and run a steamboat between Salem and Boston. This was the "Massachusetts", the first steamer ever seen in Boston or vicinity, built in Philadelphia in 1816, and in many ways, particularly in the machinery, differing from any steam vessel then existing. Unfortunately there is no record of this vessel at the Bureau of Navigation in Washington City, or in any of the custom houses at the ports in which she was built or owned, and researches in the library of the Pennsylvania Historical Society have been equally unfruitful. So that, although we have many general descriptions of her from Dr. Bentley's Diary and contemporaneous newspapers, and also very fortunately an engraving on copper owned by

'The author has incorporated in this account portions of his article on steam navigation in Boston Bay, printed in the Historical Collections, v. L, p. 193, on account of additional information which has come to hand.

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ANUANT, 1919

No.

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the Essex Institute, yet the names of the builders and the dimensions of the hull and engine, together with detailed descriptions of the same, are almost wholly lacking. The hull is mentioned as being "about 100 feet long and 120 tons measurement" (gross). The engine appears to have been a crude form of the "walking beam" type now so common. It was probably one of the earliest, if not the earliest of this kind of machinery, and operated a set of paddles that seem to have been arranged to work like a series of oars and not at all like the modern revolving paddle-wheels.

Steam was generated in a boiler made of copper, as were nearly all the early boilers. The "John Hancock," built at Norwich, Conn., in 1817, had a wooden boiler, which exploded on the first trial, injuring several people. The pressure is not mentioned, but was doubtless very slight, not over one or two pounds to the square inch. A most curious smokestack, exactly resembling an ordinary curved stove pipe, the end fashioned like a devil's head spouting flames, was another feature of the "Massachusetts." The shape and lines of the hull suggest the ordinary sailing vessel of that day,—bluff round bows with a billet head and a square overhanging stern. Auxiliary power was supplied by one mast and sails, with a sloop rig.

The names of the hardy projectors and owners of the "Massachusetts" were as follows: Joseph Andrews, Caleb Loring, John H. Andrews, William Fettyplace, Hon. Stephen White and Andrew Watkins of Salem, and Andrew Bell of Portsmouth, N. H., and others. These gentlemen were incorporated as the "Massachusetts Steam Navigation Company," by act of the Massachusetts Legislature, passed June 16, 1817 and signed the next day by

2 Quoted as of thirty horse-power, which was undoubtedly nomi-

nal, and not indicated or actual horse-power.

^{&#}x27;According to manuscript material concerning the Massachusetts Steam Navigation Co. and the steamboat "Massachusetts," only very recently discovered at the Essex Institute, the vessel and her engine were built by William M. Dodge and Co. of Philadelphia. Dodge appears to have been an inventor and engine builder; he agreed to build the steamer and her machinery for \$14,400., but as she was enlarged while under construction, a new contract was entered into for \$5,600, making the total cost \$20,000.

the Heart Institute, yet the names of the builders with the dimensions of the built and surject to provide with the dimensions of the built as mentioned as being "about 100 town leveling." The the level being and 120 town measurement." (grows). The entitle the bare been a crede forth of the "walking the carliest, it not the realises of this kind of medialners, and operated a set of publics that seem to have been and out at all like a realises readilises of ones and out at all likes

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Governor Brooks. According to the rather vague and loosely drawn up charter, the company was given the right for thirty years to "build . . . and also navigate any Steam Boats in any waters where the individual proprietors might lawfully do the same." Its capital was limited to \$330,000 (personal \$300,000 and real estate \$30,000), divided into 144 shares. The first local mention of the new steamboat was by Rev. William Bentley in his "Diary," which has been published by the Essex Institute:—

"Aug. 20, 1816. We now learn that a Massachusetts Steamboat Company actually exists. The members are from all parts of the State. The navigation from Boston to Portland is provided, and such subordinate coastwise establishments will be made as experience shall hereafter determine to be profitable. This will probably urge a great care to employ the boats to render the plying regular and more frequent. Already the stage establishments begin to calculate the effects upon their profits, and shares in the Salem and Boston stages, so long kept by Manning & Co., are offered for sale. The effects are from so novel

a cause that they at present are incalculable."

On April 25, 1817, the "Massachusetts" left Philadelphia for her initial trip bound to New York. She was in charge of Capt. Watkins (whether he was Andrew Watkins, one of the owners, or another person of the same name, cannot be ascertained), and Dodge, the builder, officiated as engineer. Rough weather was encountered. On May 10th some damage to her machinery put the engine out of commission, but fortunately two schooners, the "Washington" and the "Hamilton," came along and took the "Massachusetts" in tow, as they were bound for New York. After hours' towing, the hawser parted, and the schooners left her. There was a stiff southerly breeze, and this, with the aid of a sail, enabled the craft to get into New York harbor after a voyage of three weeks from Philadelphia. Captain Watkins made a short stay in New York, as he left the repairs, except such as were absolutely necessary in order to proceed, until his arrival at Salem. The next stop was at Newport, R. I., where he anchored off Fort Wolcott. The

"Massachusetts" stopped at Newport only two days and then left for Salem, where she arrived on the evening of Thursday, June 5th, having anchored in the Roads the day before. In Salem about three weeks were spent in repairs, as the boat had been badly battered in the several gales of wind she had encountered. Her paddle-wheels had lost some of the floats, and other minor damage had been sustained.

Dr. Bentley records in his Diary the arrival of the "Massachusetts" as follows:—

"June 5, 1817. This evening the long expected Steam Boat arrived. It is said that it had some new constructions which had failed of their effect. It excites great curiosity, but has less confidence from the repeated disasters which have attended it. Three Companies have been destroyed already by it. So the best inventions lose favour by falling into unskillful and adventurous hands."

"June 6, 1817. The Steam Boat at White's wharf opposite Carlton Street. The end of the Wharf is fenced so as to prevent the interference of the Crouds which the novelty collects. The conversation is not so much of the machinery as of the profit the boat may give and the months it may be used. The Owners are speculating upon the profits also, as well as their neighbors."

In the "Salem Regisster" of June 11, 1817, is the following interesting article, probably written by some one connected with the "Massachusetts":—

"The steam boat 'Massachusetts' which arrived in this harbour on Thursday evening last, is now undergoing some necessary repairs, after the completion of which, it is hoped, she will fully answer the highest expectations of the public. Some injuries were sustained in a severe gale of wind experienced on her passage from Philadelphia, which it was thought inexpedient to repair permanently until her arrival here.

"Her wheels were likewise considerably injured by accident; this, together with adverse winds, has occasioned a long passage, and thus for a time disappointed the expectations of the public; but as the repairs are rapidly progressing, it is presumed that in a few days she

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will be in successful operation, and in a condition to avail

herself of the patronage of a discerning public.

"The reputation of this convenient mode of travelling has been somewhat impaired by errors committed by Encineers in constructing their boilers too weak to sustain the pressure of steam which they ought to be capable of bearing, and by other deficiencies. A very few accidents have likewise happened by want of suitable knowledge in attending them while in operation. The boiler in this boat has been tried with more than four times the pressure of steam that is required in working the engine. And to render it still more secure, there are two safety valves, one of which the Capt. has wholly command of, the other is entrusted to the person attending the engine. The boiler is so situate that even if it should burst it could not injure the passengers in the cabin or deck. By these improvements it is conceived that every avenue to danger is effectually guarded.

"In order to render the boat more secure, there is an apparatus attached to the engine capable of discharging out of the boat 15 barrels of water per minute, so that if 20 holes of 1 inch diameter each were bored in her bottom, the engine would discharge the water as fast as it

would run in.

"The injury sustained by the wheels, etc., was such as to reduce the velocity of the boat from 5 to 6 miles per hour; whereas the power of the machinery is adequate to propel her with a velocity of from 8 to 10 miles per hour. The company for whom this vessel was constructed have evinced a spirit of enterprise, and a disposition to encourage the arts, which does honor to the age; for which, together with their liberality, they are requested to accept the highest consideration of

"THE ENGINEER."

Dr. Bentley again mentions the steamboat in his Diary, as follows:—

"June 12, 1817. Saw the Steam Boat Massachusetts. She was under repair. It seems the Engineer Watkins had undertaken many things new, but not with the greatest success. As the works were apart and he not present, it was not easy to see the first design and the

7. 6 out of the toot 15 perrols of water per minute, so this il-20 hoise.of T inch diameter each ware bored in her her.

intended changes. The accommodations are much such as G. C.'s Barge. A saloon with a stern apartment to open and communicate with the saloon at pleasure. wheels are to be of different construction. is endless. They speak of the expences as enormous, of the great expenditure of fuel, of the high wages of the engineer, so as to render it unquestionable that the passage of the S. B. from Salem to Boston a few months can never be a profitable undertaking. The disposition is however unfavourable from the prejudices which many

occurrences in the management have left."

"June 27, 1817. Was on the Neck to see the experiment of the Steam Boat. She moved with the velocity which was promised of 8 miles an hour. The public attention is excited towards this experiment, but at present it has but small share of the public confidence, for any use to which we can apply in this port. The S. B. went down channel below the Haste and then passed Eagle Island channel to Marblehead, and then the southern way to Salem. The number of persons to view was great considering the uncertain notice from some doubts about the first trials, after several alterations in the mechanism."

"June 30, 1817. The experiments on the Steam Boat have not increased the public favour. It is represented that the Contractor is an ignorant pretender of this County. That he has failed in all his attempts. That his invention to avoid the Fulton Patent are pretences ruinous to his employers. It is said that one of Brown's boats lays useless in the Delaware, that another is abandoned, and the one at Salem was much injured on her passage, and has failed in some thing on every attempt. It is said in the experiment last made the steam unsoldered some parts of the works. Indeed some imitation has appeared from the want of public confidence."

There seems to have been a great deal of distrust in relation to the "Massachusetts," and many who cried out against her were thought to be influenced by the stage companies. The Salem Gazette of July 1 and 4

Referring to George Crowninshield's yacht-the "Cleopatra's Barge."

intended chappes. The accommodations are much such to get C. C.'s Bergal. A saloon with a some apartment to open and communicate with the saloon of pleasure. The whools are to be of different enquerencies. Speculation is easilised. They speak of the expendes as commons, of the great expenditure of fuel, of the high wages of the expenditure of fuel, of the high wages of the expenditure of fuel, of the high wages of the expenditure of the angulational to the first and advent to a profitable undertained. The disputition is however unless cause from the projections which many the however unless course from the projections which many

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Referring to George Gravainshield's garlif-she " Gleogatta's Barge."

respectively, announced a business meeting of the Steamboat's proprietors and her second trip to Boston:

"STEAM BOAT COMPANY.

"Pursuant to the act of incorporation, the members of the Massachusetts Steam Navigation Company are hereby notified that a meeting of said Company will be held on Saturday, the fifth day of July next, at 10 o'clock A. M., at the Essex Coffee House.

> "STEPHEN WHITE. "JOHN H. ANDREWS."

- "Salem, June 27, 1817.
- "The Steam Boat 'Massachusetts' will start for Boston this morning precisely at 7 o'clock from Derby Wharf.
- "Passengers can be accommodated at 1 dollar each. Tickets to be had on board and at the Essex Coffee House. Children under 14 years 50 cents."

Dr. Bentley makes other interesting entries in relation

to the steamboat:-"July 3, 1817. The Steamboat returned [from her first trip to Boston]. Passage 3 hours to Boston; distance bet. 20 and 21 miles. Another steam boat has burst the boiler bet. Newport and New London. It is said the Fulton boats have not been injuried but the persons busy to avoid the patent. Ours has been under frequent repairs, but rather less swift in its movements than was expected. It was said she would not return to Salem from the strength of prejudice against it. Yet this day returned and notice has been given of the intended passage of the next morning by the bell man."

"July 15, 1817. Agreed with A. Dunlop Esqr to go with him in a chaise and them from Boston to take passage with him to Hingham im the Steam Boat 'Massachusetts.' We reached Boston between 7 and 8 but the Boat was not ready until 11. We had a pleasant company and moved from Center Wharf. The motion was easy and regular throughout the passage. It so happened

^{&#}x27;This was the "John Hancock," previously mentioned as having a wooden boiler.

apportively, amounted a business meeting of the Steambar's proprietors and her second rife to Heaten:

* STREET HOLE CONTRANT

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"Jone H. Ausbres."

" Salem, Jane 27, 1817.

"The Steam Boat 'Massachusetta' will start for Borin this member precisely at I o'slook from Derly

"Passengers can be accused and I dollar each.
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"July 15, 1817. Agreed with A. Daulop East to go with bim in a chain and then from Beaton to take purage with bim to Hinglam in the Steam Boat 'Measure dusetts.' We reached Braton between 7 and 8 but the Soat was not ready suril 11. We lead a pleasant common and moved from Center Whark The motion was say and regular throughout the passage. It so happened

This was the "John Hancock," previously mentioned at having

that the tide was flood and against us. We passed round the 74 Independence & was saluted with the music of the ship lying between the town and Noddle's Island. We took our course between fort Independence and Dorchester point over the flatts at full tide passing between Thompson and Spectacle Island, then between Moon Islets and Long Island, and between Hangman's and Sunk Island and between Nut Island and Puttock's Island, north of Sheep Island, south of Pumpkin Island, and near the point of land running west from Hingham beach on the way to Nantasket, called the World's end, and into the little bason where are the wharves of Hingham. We went to Revd Mr. Richardson's, where we were hospitably entertained. After dinner to get our passage up we passed to Crow point about 4 miles from our landing in the road and 2 minutes west. We passed round Otis Hill, and then left on our right or E the inlet in which lay Ragged and Button and Sara Islets and after several risings we reached the top of the beautiful hill near Crow point, from which we had a beautiful view of the surrounding country and islands and then descended suddenly to the point at which our Boat was anchored. On our return we passed between Grass and Sheep Islands and kept our course so as to pass between Spectacle Island and Cattle Island and up Ship Channel to the Town. Both passages were performed in two hours without any particular trial to the force of the steam engines.

"The direct distance 10 statute miles and about 14 miles in our course giving us between six and seven miles an hour without any exertion whatever. The boat answered every expectation, and when an accommodation is given for landing at every tide, will find this cruise a safe and pleasant one. The first plan of Mr. Brown (what connection he had with the "Massachusetts" cannot be ascertained) was the best most certainly to prefer for the form of his pads the oar rather than wheel and it does honour to his ingenuity. The water raised on the wheel was a real impediment which the other was provided to avoid. The motion given by the discharge of the levers as in our distill houses might

"The direct distance 10 statute adles and about 15 miles on our course giving to between six and seven adles and hour without any essention winderer. The best and sweet force; expectation, and when an accommodation is given for landing at every tide, will find this civilens asle and pleasant one. The first plan of the fivosas (what councetion he had with the "Massachnestts" connot be escertained) was the best most certainly to profess for the form of his pads the car rather that wheal and it does honeur to his ingentify. The water raised on the wheel was a real impedanced which the other was provided to avoid. The meating given by the discharge of the levers as in our distill bouses might the discharge of the levers as in our distill bouses might

be easily avoided by the manner of receiving them. We left the wharf in our Chaise and reached Salem by 9 o'clock in the evening of this same day. The Dimensions of the Steam Boat I have not yet seen, but the engines occupy but a small space and with little inconvenience."

During July and August, 1817, we read in the Salem newspapers of the "Massachusetts" making various excursions to Gloucester, Marblehead and Nahant, but she seems to have made no regular trips to Boston, as originally planned. In the latter part of August she appears to have been sent to Portsmouth, N. H., perhaps, reading between the lines, with the hope of selling her there. The "Portsmouth Oracle," in its issue of Aug. 23, 1817, speaks of her as follows:—

"The steamboat 'Massachusetts' will leave Boston this morning provided a company of seventy-five be obtained, to return in the evening, otherwise she will go to

Salem this afternoon on her way to Portsmouth.

"The steamboat 'Massachusetts,' lying at Portsmouth pier, will continue in this place during the next week, provided sufficient encouragement is offered. She will make daily excursions during her stay, either up or down the river. Tickets, 50 cents, may be had on board the boat, and persons applying will please to call two hours before the time appointed for sailing. Select parties will make one day previous application."—Portsmouth Oracle, Aug. 30.

"The steamboat 'Massachusetts' will leave Portsmouth for Salem. Tickets at \$3.00 for passage, with

dinner on board."—Portsmouth Oracle, Sept. 6.

It is quite evident that the little craft was a complete financial loss to her enterprising owners, and probably this was due to the prejudice of the times, and defects

in the engine.

The next we hear of the "Massachusetts" is an advertisement in the Salem Register for Sept. 20th of her sale at auction. She is described as "built at Philadelphia in 1816, 120 tons, excellent engine of 30 horse power, elegant accommodations for passengers. T. Deland, auctioneer." The same paper for October 4th

Gc 97 Es v. 16 has an article stating that "the 'Massachusetts' was sold on account of the length of the water passage between Salem and Boston as compared with the turnpike and the probability of rough weather to be encountered in the winter." Great regret was expressed, and the failure of the enterprise was thought to be a distinct loss to Salem. Then follows on Oct. 25th a notice of a "Meeting of the shareholders of the Massachusetts Steam Navigation Co. to be held on Oct. 27. . . . Chas. Vanderford, Clerk." From the manuscript lately come to light and previously referred to, it is learned that the "Massachusetts" was sold to Captain Charles Vanderford for \$5,200, and he ten days later, Nov. 30, 1817, transferred her for the same sum to Franklin H. Story of Salem, merchant.

Among the shipping news of the Salem Register for Dec. 6, 1817, is the following: - "Steamboat 'Massachusetts,' C. Vanderford, master, sailed from Salem, Dec. 5, 1817, for North Carolina and Mobile, Alabama, spoken at sea a few days after, off Quick's Hole." The tale is then taken up by the New York Evening Post of Jan. 8, 1818, in the following short article:- "The steamboat 'Massachusetts,' which left Salem, Mass., for Mobile, during the winter, and which stopped at New York on the way down, went ashore at Little Egg Harbor, N. J., and broke up. Her engine and most of her rigging and hull were saved." From these and other facts mentioned hereafter it is surmised that the unfortunate little steamer was not as badly damaged as at first feared, and that either she was gotten off the beach, brought back to Boston and repaired, or that portions of her hull, the engine, etc., were incorporated in a new steamboat "Massachusetts," which, as will be seen, plied between Salem and Boston during the summer of 1820.

Be that as it may, the Massachusetts Steam Navigation Co. had on Nov. 14, 1817, brought suit against William M. Dodge and Co. for \$20,000 damages, the cost of the "Massachusetts," because, as they alleged: "the said Dodge has disregarded his said promises and craftily and subtly deceived the plaintiffs in this, . . . he delivered to them a Steamboat in the river Delaware constructed of

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has an article stating that v the "Messachments" was sold on account of the langth of the mater protocol between Salam and Boston as compaged with the intropice and the probability of rough weather to be encommend in the probability of rough weather to be encommend in the the entropoles was thought to be a distinct loss to Salam, then follows on the Messach and the "Absting of the Antonolists of the Messach and Co. to be beld on Opt. 27. . . Ohas Venderlood, previously referred to, it is leastly come to higher and early was cold in Capada that the "Messache and the for the ten days leastly come to higher and the for the ten days later, May 26, 1817, transferred for her for the same sum to Franklin. H. Stery of Salam her for the same sum to Franklin. H. Stery of Salam her for the same sum to Franklin. H. Stery of Salam

Among, the shipping news of the Satem Hegeria laracting C. Vanceriused, master, sailed from Salam, then, d,
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the rollowing abort articles:—"The steen as
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when not as badly demaged as at first formed, and ther
either she was gutten off the beach, brought buck to
whe not as badly demaged as at first formed, and ther
elibeaton and repaired, or that postoms of her lash the
engine, etc., were incorpented in a new steambour. The
sand Boston during the summer of 1820.

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bad materials, and . . . in an unworkmanlike manner, with an engine built of bad materials and unskillfully constructed . . . which could not propel the said boat . . . thirteen miles per hour, or above that rate, and not on an improved plan, contrary to the form and effect of his said proposals and agreements. And the said Dodge . . . deceived the Plaintiffs, in this, to wit, that (he) . . . wholly omitted and neglected to bring forward on the delivery of the said boat letters patent from the United States . . . he wholly delayed to deliver the said boat for a great space of time, to wit, for the space of five months, contrary to his said agreement.

They (the plaintiffs) lost large sums of money by reason of the loss of public favour and patronage in consequence of the imperfect state of the boat when deliv-

ered."

A rather hazy agreement had apparently been previously entered into between the Massachusetts Steam Navigation Co. and Dodge by which the latter's steamboats were to have had the exclusive right of navigating between Cape Cod and Cape Ann "and as far as the harbour and town of Portland inclusive, in the district of Maine." Whether this agreement could have been enforced legally seems very dubious. Dodge was also to have received seventeen per cent of the profits if the latter rose above the sum of thirty-five per cent annually. At the time the action for damages was brought, Dodge had no estate or property, so the unfortunate man was promptly placed in jail for debt, according to the usual practice of those days.

Matters were, however, soon adjusted, for Dodge appears to have gone into partnership with Joseph W Revere, Paul Revere, jr., and Thomas S. Eayres, all of Boston except the latter, and they, on Feb. 5, 1818, settled the suit brought by the Massachusetts Steam Navigation Co., by the payment of "five dollars and other valuable considerations." On March 3, 1818, the same partners also acquired the title to the steamboat "Massachusetts" "as she lay . . . stranded on the shore of New Jersey not far from Little Egg Harbour (and) . . . all the stores, apparatus and machinery . . . that were

had restricted and ... in no supercised like manning and weakillfully west and anathralism of heat materials and propel the sold boost the table of the sold post the sold post that rate and post that rate are sold post that rate and post that rate are sold post that rat

on an improved plan, contrary to the form and effect of his said prepared and agreements. And the aid Bodge decreived the Plantiffe in this to six that the

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saved from the wreck of the said Steam Boat . . . and any steam engines in the possession of said Dodge at his works at South Boston . . . and any steam engines or machinery that have been put into the hands or keeping of Messrs. Baker and Hodges, Merchants of Boston, by said Vanderford, or by any members of the Massachusetts

Steam Navigation Co." The next steamboat of which we can find any mention as running in Boston bay is the "Eagle," a boat even smaller than the first "Massachusetts," being only 82 tons. She was built by Gilbert Brewster & Co. at Norwich, Conn., was launched April 9, 1817, and was intended to ply regularly between Norwich and New London, but left Norwich for Providence, R. I., on May 17, 1817. From the records of the Bureau of Navigation at Washington we learn that she was 92 feet long, 17.8 feet beam, with 6.8 feet depth of hold, and had a figurehead and a round stern. The Nantasket Beach Steamboat Co. have in their office a painting of this vessel and consider her the pioneer boat of their line (although, as will be seen later, the Salem newspapers for the summer months of 1820 and 1821 advertise her as running regularly between Salem and Boston, calling at Nahant), and from it we see that she had a very crude overhead beam engine, and very likely the "beam" was made of wood, as was the case in many of the early engines of this type. It is known that she had a copper boiler, and of course used cord wood as fuel. It is said the "Eagle" accommodated 200 passengers; if so, they must have been crowded together like sardines in a box. There probably was not "life boat capacity for all," in fact, the painting does not reveal that she carried any small boat. From May to September, 1818, the "Eagle" plied from New Bedford to Nantucket, but from lack of patronage she was sold, brought round to Boston, and Dr. Bentley records her first trip to Salem as follows :-

"Sept, 15, 1818. Another Steam Boat in Salem much in the form of the former but her machinery more simple. The Director called in my absence to invite me to take a sail with him for this has a foremast and admits a sail."

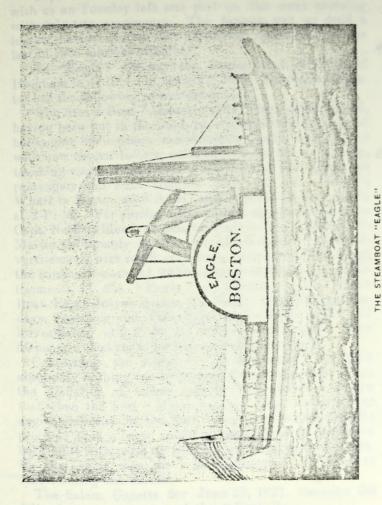
^{&#}x27;The painting owned by the Nantasket Beach Steamboat Co. does not show a mast.

saved from the week of the said Stam Beat . . and any steam sergion as his works at South Steaten . . and any steam engines or machiness that have been put up to be bands or keeping of Messics Relative and blockers of Rosten, by said Vanderford, or by any measures of the Marsachusette. Steam Navigation Co."

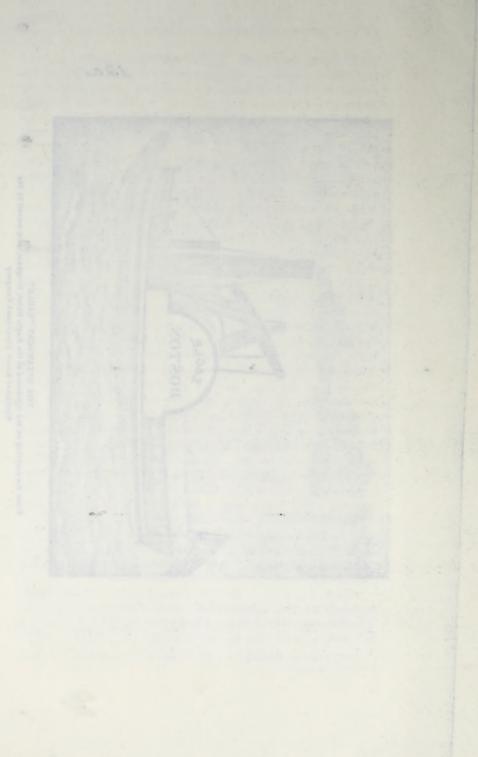
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"Soph, 15, 1818. Another Steam Boat in Salem much in the form of the former but her inadinary more simple. The Director called in my absence to invite me to take a sail with him for this has a forecast and admits a sail."

^{&#}x27;The painting on red by the Nancacket Beach Standont Co. days not abow a meal.



From the painting on the signboard of the Eagle Hofel, Hingham, now owned by the Nantusket Boach Steamboat Company



"Sept. 17, 1818. The 'Eagle' Steam Boat that was with us on Tuesday left our port on the next morning with only two passengers. The former was so dead a loss to the adventurers that Salem will, probably, be the last in such another attempt."

The "Eagle" ran between Boston and Nahant and Hingham in 1819. On June 21, 1820, the Salem Regis-

ter has the following advertisement:-

"The Steam Boat 'Massachusetts,' Capt. John Wood, having been put in thorough repair, and the excellence of her engine having been satisfactorily tested, being fitted with new copper boilers, will run from Boston to Beverly, touching each way at Nahant, Marblehead and Salem for passengers and light freight. She will leave Foster's Wharf in Boston at 8 A. M. and Beverly on her return at 2 P. M. For further information apply in Salem to Capt. Nathan Blood, in Marblehead to Capt. Nathan B. Martin, in Beverly to Mr. Stephen Nourse." This advertisement, with small variations, continues all through the summer months of 1820, interspersed with the advertisements of the "Eagle," as follows:- "The Steam Boat 'Eagle' leaves Boston for Nahant and Salem on Sundays, Tuesdays and Thursdays, at 8 o'clock A. M. and leaves Salem at 3 P. M. for Nahant and Boston. Fare 50 cents. Tickets to be had on board the Boat."

Concerning the steamer "Massachusetts" of 1820 absolutely nothing can be learned from the records. From the similarity of names and the fact that it is known that when the first "Massachusetts" was wrecked her engine and part of the hull were saved, it is thought probable that a new vessel of the same name may have been built with parts of the old one incorporated in her. Be that as it may, the "Massachusetts" only came to Salem during one season.

The Salem Gazette for June 26, 1821, contains the

following announcement of the "Eagle":-

"The steamboat 'Eagle,' Capt. John Wood, will leave Crowninshield's wharf, Salem, for Boston, every day at 3 p. m., landing at Marblehead and Nahant. Passage 50 "Sept. 17, 1818. The 'Regle' Serum Seat that was with us on Tecnlar left our part on the uses moraling with only two parameters. I see former was so dead a loss to the alventures that Salem will, probably, he the

The allegie" me latween Boston and Mahant and Hinghess in 1819. On June 21, 1820, the Salem Regio-

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Salem during one sourou.

The Salam Garette for June 26, 1821, contains the

following annuous and lo the "Eagle" :-

"The steambent bagie, Capt donn Wood, will leave Crowninghield's what, Scient, for Hoston, every day at 3 p. m., landing at Mathichent and Nations, Passage 50

cts., children 1/2 price. A house for the entertainment of the steamboat passengers and for the storage of baggage, etc., is kept at the head of Crowninshield's wharf, where every attention will be paid. Wm. Austin, Agent."

The "Eagle" continued running during the rest of the season of 1821, and between Boston and Nahant until 1824, and was then sold and broken up. It was said her owners received more from the sale of her copper boiler than the whole steamer and machinery cost when new.

After the "Eagle," several sporadic attempts were made to establish steamboat service between Salem, Marblehead, etc., and Boston. The Salem Register of 1834 and 1835 contains advertisements of the steamboats "Connecticut," Capt. Porter, and "Sandusky," running between Salem and Boston, calling at Nahant, but the trips seem to have been made irregularly and evidently were not successful. In 1835, too, the steamboat "Fanny," Capt. Marsh, was advertised as follows during the summer in the Salem papers:—

"NOTICE.

"The elegant fast running Steam Boat Fanny, Captain A. Marsh, will run regularly between Salem and Boston, touching at Marblehead and Nahant, as follows: Leaves Derby Wharf, Salem, every morning, at 6 o'clock; leaves Marblehead every morning at 6 1/2 o'clock; leaves Nahant every morning at 7 1/2 o'clock. Returning, leaves Fort Hill wharf, Boston, every evening at 6 o'clock—touching at Nahant and Marblehead. Fare, to Boston, 50 cents; to Nahant, 37 1-2 cents; to Marblehead, 25 cents. Light freight taken at packet rates. For more particular information enquire of J. B. Knight, No. 7 Derby Wharf. June 5, 1835."

The "Connecticut" at this time was an old boat, having been built in 1816, and was the second steamboat to ply regularly on Long Island Sound. She had one of Robert Fulton's engines, known as the "saw mill" type; it is said that when they were in operation "the noise was such that a dead person could be brought to life."

cts, children 1/2 price. A house for the entertainment of the short-book parameters and for the storage of baggage, etc., is kept at the head of Crowninshield's where where overs attention will be reid. Wer. Analy, Ament."

The "Fault on the same and between Horizon and Nahant world the season of 1821, and between Horizon and Nahant world ber 1822, and was then sold and broken up. It was said but owners received more from the sale of her copper boller than the whole short received when the sale of her copper boller.

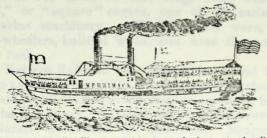
After the "Regie," several sparedle attempts were made to establish strambout service between Salers, Martile-bead, etc., and Boston. The Salem Register of 1554 and 1855 centains advertisements of the strambouts "Connections." Capt. Person, and "Saedwaler." renoise between Salem and Boston, calling at Mahant, but the trips seem to have been made irregularly and evidently were not sancered to have been made irregularly and evidently were Copt. March, was advertised as fullows during the summer in the Salem manus:—

Mornion.

The elegant last running Steam Bout Paper, Captain A. Marsh, will run regularly between Suieri and Hoston, fouching at Italiance and Nahane, as follows: Leavest Couching at Italian, every morning at 6 1/2 o'clock; leaves Marblehead every morning at 7 1/2 o'clock. Returning, leaves hant every morning at 7 1/2 o'clock. Returning, leaves togething at Nahan, every examing at 6 o'clock. Returning, leaves togething at Nahan and Marblehead. Form, to Boston, 50 cents, centre; to Vahadt, 37 1-2 cents; to Marblehead, 25 cents, light freight taken at packet rates. For more particular information angules of J. B. Knight, No. 7 Derby Where June 5, 1835."

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Robert Fulton's engines, known as the "saw mill" type;
it is said that when they were in operation "the noise
was such that a dead person could be brought to life."

Lowell Island.



On and after FRIDAY, the 15th day of August, the Steamer

MERRIMACK

Will leave Phillips Wharf for Lowell Island at 7!, 9, A.M., 2!, 4!, P.M. Will leave Lowell Island for Phillips Wharf at 8, A.M., 1!, 3!, 7, P.M.

During the intervals between the above-named hours, the Steamer will make excursions in the Bay, and to adjoining ports, as may be specially contracted for.

Passage between Phillips Whatf and Lowell Island, [each way] 15 cents.

Tickets for sale on board the boat, or to be bought during the passage.

Meals are furnished at the Island at 25 cents. Sailboats, fishing lines at a reasonable charge.

angene may be made for the transportation of Parties over the several Railroads, upon application to

I. D. SHEFARD, 34 FRONT STREET, SALEM, MASS.

August 14. 1851.

VA. PARTS, PLATES, 1 SHELP WITH LINE

Lowell Island.



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MERRIMACK

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where he destribled at the Leback at 22 cents. Sufficiency less

Married bearing the same parameters of Popular over the second Different Popular

MINITERING STEEL SALES AND

TOWN 191 MAKEN

Capt. Seward Porter, her commander, had charge of the "Patent," the first steamer to run between Portland, Maine, and Boston, and so indefatigable was he to establish steam navigation in New England that he has been called "the father of New England steamboating."

The "Sandusky" measured 289 tons, was built in 1825, and for years was well known on the Hudson river, "the Nursery of the Steamboat." The "Fanny" also had run there and on Long Island Sound, too; she was a small boat of 100 tons, 88 feet long, fitted with a "cross-head," or "square" engine, one of the earliest types of marine machinery. All these boats were, of course, side-wheelers, built of wood, and used the same material for fuel.

After the Eastern Railroad was opened for travel between Salem and Boston in 1838, a damper was placed for some years on all further attempts at a steamboat line to connect the two cities. In December, 1839, however, the Salem Gazette advertised the steamboat "Bangor" (of the Boston and Bangor line) for one trip only from Salem to Providence, R. I., sailing on Dec. 4. The object of this voyage cannot now be learned. In July, 1851, the Salem & Lowell Island Steamboat Co. was incorporated. The boat ran to and from Phillips' Wharf, Salem, in connection with the trains of the Salem & Lowell R. R. Co. As the island was used almost exclusively by Lowell people as a summer vacation ground, a hotel having been built there, it was rechristened in their honor. J. D. Shepard was the Salem agent of the line, and a side-wheeler, called the "Merrimack," was the first steamer. She originally had run on the Merrimack river from Newburyport to Haverhill, and was about 150 feet long. Mr. Thomas Swasey of Marblehead, a member of the 23rd Massachusetts Infantry, says that during the Civil War this steamer was used as a transport on the Southern coast and rivers, and that she drew so little water "that a heavy dew would float her." When it was desired to land the troops the "Merrimac's" bow would be run up on the beach, the men would jump ashore, and then the steamer would back off.

Capt Seward Porter his commerciar, had charge of the "Patent," the first steamer to run herward Portland, Maire, and Rosten, and so indefectivable was he to retablish steam navigation in New Lingbord vines he has been the steam of the base him and steam here he has been

The "Sindally" monunced 280 line, was built in 1825, and for years was well known on the Hudson river, the Burgary of the Massonbeat." Inc o Fagur" also had run there and an Long Island Saund, tog; she was a small boat of 100 time, as fast long, filled with a cross-bind," or "square" appine, one of the carliest types of unique machinery. All these boats when, of course, wide wheelers, built of wood, and used the same

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After the "Merrimack" came the "C. Durant," a steamer that ran only a very short time, and in 1853 the company bought the side-wheel steamboat "Argo," that was for many years on the line. She was built at Perth Ambov, N. J., in 1845, 235 tons gross, 125 feet long, 35 feet beam, with 6 1-2 feet depth of hold, and had a "square" or "cross-head" engine, and was said to have run the first steamboat excursion ever made from Providence to Block Island, R. I. Captain William Willey. who lived at 29 Forrester street, Salem, was for years the "Argo's" commander, and afterwards was succeeded by J. B. Bracy. G. S. Pollard was the Salem agent. Besides running to Lowell Island, the boat made regular landings at Beverly and Marblehead, and her route was also extended to Nahant on Sundays. During the Civil War the "Argo" was sold to the government and became one of the medical supply boats of the Army of the Potomac. Afterwards she plied in Penobscot Bay. She was finally broken up at New York in 1879.

In several books and pamphlets written more or less lately on steam navigation, it is stated that from 1821 to 1829 no steam vessels ran from Boston, and wonder is expressed at what became of them. This is easily disproved by advertisements in the Columbian Centinel, of the "Eagle" running between Boston and Nahant in 1822-23-24, and in the New England Palladium for July 29, 1825: "Steamboat 'Patent' between Boston and Nahant from Tileston's wharf, Boston, once a day each way. Season tickets, for 1 person, \$3; for 2 persons, \$5; for 3 persons, \$6; single fare, 50 cents. Seward Porter,

Capt. and agent."

In 1826-30 the steamer "Ousatonic" plied on this route. Nahant is reached from Boston with less trouble by water than by land. It is one of the oldest summer resorts in the country, and so it is easy to see why its steamboat line is also one of the oldest. Until the breaking out of the war in 1917, it had been in regular operation since 1817, with the exception of one year (1884). A complete list of the boats that have run on this line is here given:—

After the "Merrinack" ones the "C. Liurant," a secure that me only a new about time, and in 1850 the company pourist tim value-wheel steambast " '.e.g." that was for many years on the ime. She was bonts at lone, 25 Androy, N. J., to 1816, 255 team group, 125 lest lone, 25 and test brane, with 6 1.2 test depth of hold, and task a rate first strandood excunded course, and was said to be a depth of hold, and task a depth of hold, and task a the first strandood excunded course made from I toylowheel the Block Island, R. I. Capanin William Willet, "Arred as IS Forcessor street, Saist was for years the Arred " commander, and attenuate Saist as a recededed by a living to Lone I Island, the boat sold require holding at Beyondy and Maland, the boat sold for route was also extranded in Naland has the government was also extranded in Naland to the government and became out the memoral and plind in Personance in the Potoman Afterwards the piled in Personance was finally at the memoral and became out the form of the Resonance was finally at the resonance was finally and the resonance was finally at the resonance was finally and the resonance was finally at the resonance was finally at

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Capt. and agent.

In 1826.30 the steamer "Ousitonic" plint on this route. Nature is reached from Boston with less trouble by water than by land. It is one of the oldest dimmes become in the country, and so it is easy to see why its steamboat line is also one of the oldest. I'm'd the breaking wit of the wat in 1917, it had been in regular eperation since 1817. With the exception of one year (1884). A camplete list of the boats that baye run on

this line to have given :-

Year.	Steamer.	Captain.
1817,	"Massachusetts,"	Walker.
1818-1824,	"Eagle" and "Massachusetts,"	
1010-10231	Wood.	
1825,	"Patent,"	Seward Porter.
1826-1830,	"Ousatonie,"	Frank Johnson and
2020-2000	C duality and,	Faneuil Silsbee.
1831,	"Rush Light,"	Burnham.
1832,	"Fanny,"	Henery
1833-1834,	"Connecticut,"	Porter.
1835-1836,	"Hancock" and "Fanny,"	
1837,	"Mt. Pleasant,"	J. Gillespie.
1838,	"John Jay,"	Schultz.
1889-1840,	"Thorn,"	W. H. Byram.
1840-1847,	Hope" and "Flushing,"	Van Pelt.
1848,	"Nahanteau,"	B. F. Vetts.
1849.	"King Philip,"	do.
1850-1851,	"Suffolk,"	do.
1852,	"Norwalk,"	do.
1853,	"Clifton,"	Carr.
1854-1861,	"Nelly Baker,"	A. L. Rouell, F. Covell,
maer	What to have a larger to the	and Calden.
1862,	"Nequsset,"	T. J. Gerry.
1863,	"Gen. Berry,"	do.
1864,	"Clinton,"	Kilby.
1805,	"Orient,"	do.
1866-1876,	"Ulysses" and "Meta,"	A. W. Calden and
	rly Nabiat sources. 8	Rouell.
1877.	"Eliza Hancox,"	Calden.
1878-1883,	"E. Hancox," and "Nahant,"	
	now "Gen. Lincoln," (2d), do.	
1884,	No boat.	
1835,	"Gen. Bartlett,"	J. B. Ingersoll.
1886-1887,	"Julia,"	Cazet and Lund.
1888-1889,	"Anita,"	J. B. Ingersoll.
1890,	"Fred'k de Bary,"	T. W. Lund.
1891-1903,	"Fred'k de Bary" and	T. W. Lund and one
named	"City of Jacksonville," other.	
1904,	"Mt. Desert" and "Beebe."	
1905,	"New Brunswick" and "Favorite."	
1906,	"Cimbria" and "Pokanet."	
1907-1910,	"Gen. Lincoln" (2d), and "Gov. Andrew."	
1911,	"Gen. Lincoln" and "Cape Cod."	
1912,	"Gen. Lincoln" and "Martha's Vineyard."	
1913,	"Gen. Lincoln" and "Machigonne."	

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1914, "Gen. Lincoln," "Machigonne" and "Nassau."
1915, "Gen. Lincoln" and "Machigonne."
1916, "Machigonne" and "Nassau."

The company sold the "Gen. Lincoln" in 1916 for service in New York waters, and the "Machigonne" was taken by the Government early in 1917. The "Nassau" was only a chartered boat. It is doubtful if the line ever resumes.

So good were the profits on the Nahant route that in 1872 an opposition line developed with the steamers "Meta," Capt. Rouell, and "Carrie." Fearing and Renfrew, India wharf, were the Boston agents. The boats ran through to Lynn and were advertised as the "cheapest freight lime" to that place. A New York steamer, the "Harlem," plied between Boston and the Point of Pines (Lynn), in 1882, but the venture was a total failure. From 1892 to 1899, also, the propeller "Shoe City" and side-wheeler "Putnam" were run between Lynn and Boston, principally for freight. latter was formerly a U. S. lighthouse tender, having an iron hull, built at Wilmington, Del., in 1866, measuring 316 tons gross, 136 feet long. She was so slow that one had to fix one's eyes very carefully to see that she was moving at all.

The "Nelly Baker" was probably the best known of the early Nahant steamers. She was built expressly for the Nahant line by Samuel Sneeden (a famous steamboat builder at Greenpoint, N. Y.), in 1854, and was constructed in the most substantial manner of white oak. Her dimensions were: 303 tons gross, length 153 ft., beam 26 ft., depth 8 1-2 ft. She was equipped with a beam engine, having a 32-in. cylinder, stroke 10 feet. When first built the "Nelly Baker" was considered the fastest steamboat in Boston harbor. She was named for the daughter of Mayor Baker of Lynn, who was president of the Nahant Steamboat Co. During the Civil War she did good service in Southern waters as a transport and hospital ship, and the strength of her construction was often tested by being out in severe weather. After the close of hostilities she was sold in 1866 to Grey Brothers, and all further trace of her disappears.

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e company sold the "tien Lincoln" in 1916 Key

service in New York waters, and the "The "Narsau" taken by the Government early in 1917. The "Narsau"

PROTERRA

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During the summer of 1855, the side-wheeler "Law-rence," 146 feet long, originally built to run on the Merrimack river between Newburyport and Haverhill, plied between Salem and Boston, calling both ways at Marblehead and Nahant. It is thought the Eastern Railroad had an interest in her. She was advertised as follows in the Salem Gazette:—

"Steamboat 'Lawrence,' fitted with a new boiler, . . . Capt. J. Flowers, to run between Salem and Boston, calling at Marblehead and Nahamt. Leaves Salem at 7 A. M. and Boston at 4 P. M. Fare 25 cents. Good freight

accommodations. Joel Bowker, Salem, agent."

The "Lawrence" did a good passenger business, as is evidenced by the fact that the newspapers several times complained of her overcrowded condition. Nevertheless, she only ran one season. After the vessels already noted, a large side-wheel steamer, of 800 tons, the "Escort," plied during the seasons of 1869, 1870 and 1871, between Boston, Lowell Island, Salem and Gloucester. She had been running until lately om the Hudson river under the name of "City of Hudson." Following her a propeller, the "Mischief," ran between Boston, Lowell Island and Marblehead in 1872, and after that two small propellers, the "Three Brothers" and the "Fanny," furnished the means of communication between Salem and Lowell Island until the hotel was given up.

In 1871 a steam line was organized to run between Salem and New York. It was thought that by means of the Salem and Lowell Railroad the boats would do a large business in bringing cotton to the Lowell mills, but this failed to materialize. The steamers composing this line were the "William Tibbetts," "Norwich," "Alliance" and "Zodiac," all wooden propellers of from 600 to 800 tons each, intended for freight service only. They were "wall-sided," square-sterned craft, in a very far degree removed from being nautical beauties. The service was twice weekly from each end. Murray, Ferris & Co. owned or managed the steamers in New York and Richardson and Daland were the Salem agents. July 29, 1871, was the date of the first trip from Salem, and the

last steamer cleared June 14, 1872.

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Derion the comment of 1855, the side-wheeler "Lawnesse," has been been ordered both to can on the
Merriment river between Newtonypers and itsrachill,
plad between below and Somet and itsrachill,
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Railroad had an interest in her. She was advertised as

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The "Wm. Tibbetts" was originally built as an opposition freight boat to the regular Boston and Bangor line. She measured 135 feet in length, 26 feet beam, had a "double engine," cylinders 20 inches in diameter, 20 inches stroke, and her freight capacity was said to be 3000

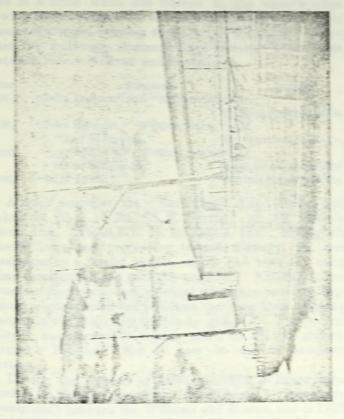
bbls. She was, however, a very slow boat.

After this, except for occasional excursion craft, nothing in the way of Salem steamboat service was undertaken for a long time, or until a boat called the "Watertown," owned by J. E. Cassidy of Boston, and built in Watertown, Mass., in 1889, on a most peculiar and light draft principle, was placed on the line between Beverly. Salem Willows, Marblehead and Boston. This craft was a propeller of about 400 tons, 134 feet long, and was not renowned for high speed. She plied as above during part of the season of 1890 and the whole of 1891, with more or less success. The next year she ran from Boston to Lynn, and on Sept. 28, 1892, caught fire off Point Shirley, owing to a defective boiler, and became a total loss. The steward's wife lost her life. In 1892 the Boston & Portsmouth S. S. Co. placed two small propellers, the "Philadelphia" and "Baltimore," each of about 150 tons and 100 feet in length, on the run previously filled by the "Watertown." These steamers met with considerable success, winter and summer, for several years.

The first regular means of communication between the mainland and the summer colony on Baker's Island was by means of a small side-wheeler, the "Admiral," owned by James Burke of Boston. She had been formerly known as the "Augusta," and for many years had run on the Penobscot River. During the summer of 1888 she plied between Beverly, Salem Willows and Baker's Island, but in the autumn of that year, while laid up at Beverly, caught fire and was totally destroyed. After this a small side-wheeler, the "S. E. Spring," was run between the Willows and Baker's Island, on which there was a hotel,—the Winneegan. During the summer of 1894 the passenger traffic increased to such an extent that the company was obliged to charter an extra steamer, the "City of Portsmouth." Soon after leaving the Willows on the evening of Aug. 25, 1894, this craft ran on

The "Win Tiblette" was originally built as an opposition freight boat to the regular ileaton and hanger has, She measured 125 feet in largiff, 26 feet beam, had a "double angine," cylinders 20 imbes in diameter, 25 inches stroky, and her freight appearty was said to be 2000

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STEAMBOAT "WILLIAM TIBBETTS"
Salom and New York Line
1871

Aqua Vitae ledge and stuck fast. The passengers were all safely taken ashore, and preparations were being made to get the steamer off, when, as the tide was ebbing, she keeled over, some lights tipped over and set her on fire, and in a little while she burned to the water's edge. Owing to this misfortune and to other reasons, the other steamers stopped running at the end of the season. Since then the following steamers have run at various times between Salem Willows and Boston:—

Year. Steamers. Owners. 1895, "John Endicott" and "William Storie," Morrison Steamboat Co. "John Endicott," "William Storie," and 1896, "New Brunswick," Morrison Steamboat Co. "John Endicott," "William Storie," and 1897. "New Brunswick," Morrison Steamboat Co. "O. E. Lewis," William Stopford & Co. 1898.

A small propeller, the "Surf City," Capt. Dalby, had taken the place of the "S. E. Spring" on the Baker's Island line. About 6 P. M. on July 4, 1898, having left the Willows and proceeding towards Beverly, she was overtaken by a fearful squall, which had been for some time threatening, and partially capsized. Although there was less than seven feet of water where the accident happened, eight women and children lost their lives by being caught in the cabin and unable to get out. The "Surf City" was afterwards raised, taken to Boston, and renamed "Pauline." She is now in use in southern waters.

During the seasons of 1900 and 1901, William Stopford & Co. ran the propeller "O. E. Lewis" (previously mentioned) between the Willows and Boston, and in 1902 and 1903, the propeller "City of Haverhill." She also called at Gloucester, and was a fine new steamer, built at East Boston in 1902, of 343 tons, 121 1-2 feet long, and 24 feet beam, and originally was intended to run between Haverhill, Newburyport and Boston, but after a few trips it was understood the enterprise was bought off by the Boston & Maine Railroad. The same might be said of nearly all our coastwise steam lines unless controlled by

Aqua Vitre ledge and stank but, 'The penengers were all safely taken schore, and preparations were being nade to get the strames off, when, as the tide was obtained abe besided over send on her one in a little wirde she becaused to the water's edge, Owing to this sendentees and mo other vessens, the other than the stopped country of the end of the sensor. Since then the following standard from at version times between Salem Willows and Boston:—

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Marriage Franchest Co.

Lon ", mante mantille" "gracinos estate" , lotar

"New Hemminists," Marriage Strangboas Co.

1207, "John Bodinal,", "Fruitan Scotte," and

"Ken Strategick," Montain Strategic Co.

1800, "O. E. Lewis," William Stephent & Co.

A small projedler, the "Surf City," Capt Islay, but belien the place of the "S. E. Spring" on the Baker's Island line. About 6 P. M. on Jeft 1. 1898, belong left the Willows and proceeding towards fewery, one was the Willows and partially experted. Although there was less than seven fees of carter where the accident happened, eight-women and children lost their lives by belong cought in the cabin and unable to get out. The "Surf City" was afterwards raised, taken to Boyton, and recamed "Pauline." She is now in was in southern camed "Pauline." She is now in was in southern

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floaton & Mains Halroad. The same might be said of
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nearly all our noistwise steam lines unless controlled by

the railroad companies themselves. The old side-wheeler "New-Brunswick," originally on the Boston - St. John route, was run between Boston and Salem Willows by the Union Steamboat Co., in 1900 and 1902. A side-wheeler called the "Monohansett," that had been Gen. Grant's dispatch boat during the Civil War, was operated by Stopford & Co. for a short while in 1904, but on Aug. 3d of that year she ran ashore between Little and Big Misery Islands during a thick fog and became a total loss. Since that time no steamboats have run between Salem or Beverly to Boston, except between January and March, 1913, when William Stopford & Co. ran a small propeller, the "May Archer," from Beverly and Central wharf, Salem.

After the "Surf City" accident, communication with Baker's Island was maintained by means of a large power boat, the "Empress," 56 feet long, built at Essex, Mass., in 1900. She was afterwards converted into a steamboat and called "Gov. Douglas," and some time afterward sold for use on the coast of Maine. Her place was taken by another power boat of about the same size, the "Melba," owned by Elmer K. Moulton of Salem, which is still

running.

Soon after the Pennsylvania coal pocket was built, in 1873-74, the Philadelphia and Reading Coal and Iron Co. began running a line of iron propeller steamers from Philadelphia to Salem, loaded with coal. They were the "Williamsport" (which was the first to arrive in Salem, on March 29, 1875), "Gettysburg," "Pottstown," "Allentown," etc. They were fine vessels, each about 250 feet long, and carried from 1550 to 1650 tons of coal. The "Allentown" foundered Nov. 25, 1888, during a gale in Massachusetts bay, with a loss of all hands, 18 men. A dozen or fifteen years ago it was found cheaper and more convenient to bring the coal from Philadelphia by means of barges towed by ocean tugboats, so, as fast as the steamers needed repairs and became out of date, they were transformed into barges.

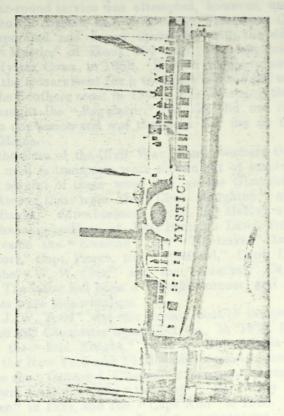
Gloucester can boast of being the only city in Essex County, Mass., which has been able to maintain with success a long established steamboat line. Before the Glouthe rifleord companies themselves. The objection with relicions of the Hestern St. John of New Browns and Salem Willems by the Union Steamboat Co., in 1800 and 1802. A side whether called the Monoheneatt," that had been God of Grant's dispared boat during the Civil Were was open atout Ly Stopland & Co. for a short while in 1802, but on A beyford of the year she was about while in 1802, but on the William Stopland during a thick tog and became a total loas. Since that time no steamboats have run between historical March, 1915, when William Stopland & Co. was a small propeller, the "May Archer," from Beverly and Central propeller, the "May Archer," from Beverly and Central wharf, Salem.

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STEAMBOAT "MYSTIC"
Boston and Gloucester Line

cester Branch railroad was opened in 1847, a small steamer, the "Yacht," made irregular trips between Gloucester and Boston; she was followed in 1849 by the side-wheeler "Jacob Bell," Capt. H. Cummiskey. No regular all-the-year-round service was attempted, however, until 1859, when the Boston and Gloucester Steamboat Co. was incorporated and begam operations with the side-wheeler "Mystic," of about 200 tons, 100 feet long, built at Mystic, Conn., in 1852. She ran regularly until taken by the Government for a transport in 1863 and was lost off the Southern coast im 1865. The company then built or bought the "Regulator," but she did not run more than one season and was then sold for use on the coast of Maine.

After the close of the Civil War many steamers that had been used as transports were thrown out of employment and several of them were run on the Gloucester route. Among these were the "Chas. Houghton" and "N. P. Banks," side-wheelers, owned by McKay and Aldus, the ship-builders at East Boston. Later, from 1870 on, came the "Emeline" (ex "Nantasket" 1st), the "Escort," Capt. Pierce, the "Stamford," Capt. Davidson, the "W. W. Coit," and the "Admiral," Capt. Gilkie. The latter had beem a blockade-runner, and all these boats were side-wheelers.

The "J. W. Todd" was the pioneer boat of the present Boston and Gloucester Steamboat Co., in 1875, followed by the "Ella Knight," built in Philadelphia in 1863 for the New York and Philadelphia "outside line;" then came the "George A. Chaffee," so long on the route and known locally as the "bed bug"; the "City of Gloucester" in 1884, and the "Cape Ann" in 1895. In 1872 Salem was made a port of call for a short time. All these boats were propellers, the "City of Gloucester" measures 561 tons gross, 142 feet long, and is now probably one of the best known steamboats along this part of the New England coast. Although plying on what may be termed an "outside" lime over thirty miles long, and occasionally meeting with very heavy weather, she rarely misses a trip, winter or summer; she has had several

orster Branch relitered year opened in 1817, a small steamen, the "Yacht," made recorder time nervous times and besten; she was followed in 1810 by the side-let and Boston; she was followed in 1810 by the side-all-the-year-toned Sell, "Clapt II, Chemistery, No regalar 1859, when the Boston and Gloucetter Steam and Constitute when the Boston and Gloucetter Steam and Constitute bear which the sum built at Mystic, Cona, tu-1852. She can recularly until best of the Sputhern coast in 1802, and was then better the Sputhern coast in 1802, and was then selled for use on the more than one season and was then said for use on the coast of Basic, and was then said for use on the coast of Basic, and was then said for use on the coast of Basic.

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The "J. W. Todd" was the pickers out of the prosent Boston and Clouderer Standing at Co., in 1875, but lowed by the "Ella Maight!" holds in Philadelphia in 1865 for the New York and Halladelphia "outside lare; then came the "Chores and known levelly as the "bed hog"; the "Clip" of Cloudester" in 1834, and the "Cope Ann" in 1805. In 1872 Salem was made a port of call for a short these All measures for tone propellers, the "City of Gloudester" the propellers, the "City of Gloudester" bly one of the best known areasingment along this part of the New England onest. Although phine on what may be termed an "outside" line over thirty miles long, and occasionally meeting with very index; we either, are received on what may be termed an "outside" line over thirty miles long, and occasionally meeting with very index; weather, are rarely meeting with very index; weather, are rarely moster or winter or summer; she has the last and as really meeting with very index; weather, are rarely moster or summer; she has the several

narrow escapes through collisions and running ashore, but seems to bear a charmed life.

The "Cape Ann," the last addition to the line, was a fine steel propeller built by Neafie and Levy at Philadelphia in 1895. She measured 718 tons gross, 171 feet long, 28 feet beam, and had a two-cylinder compound engine indicating 1500 horse power; she was sold to the French Government in 1916.

The Gloucester line has always confined its activities principally to the freight business, yet its steamers carry large numbers of passengers during the summer months, and are deservedly popular. In August, 1917, Henry M. Whitney, who had been president of the Boston and Gloucester Company for forty-eight years, resigned, and the corporation was reorganized with David W. Simpson of Boston as president. E. S. Merchant was long the treasurer and Boston agent of the line, his brother, Edgar Merchant, was agent in Gloucester, and Nehemiah Proctor, William Godfrey and Osborn P. Linnekin were for many years the popular captains of the boats.

As early as 1816 a small steamboat was built at Lowell and used on the Merrimack river during the summer months, transporting passengers to Andover and other towns in that vicinity. This steamboat had two wheels on each side, connected by an iron chain, with wooden buckets or paddles attached, which passed over one wheel, near the bow, down into the water, and then up over the other wheel, near the stern, propelling the boat at the rate of five or six miles per hour against wind and tide.¹

In 1818, the steamboat "Mobile" was built in Amesbury by Thomas Bailey for Capt. Edmund Bartlet and others of Newburyport. When she was nearly ready to launch, the editor of the Newburyport Semi-Weekly Herald, commenting on the fact, said, "We believe she is not excelled by any vessel of her class ever built in the United States, as to strength, good model, and excellent workmanship." She was rigged as a three-masted schooner and sailed November 16, 1818, for Boston, where she

^{&#}x27;Contributions of Old Residents' Historical Association, Lowell, Mass., v. 1, pp. 318-336.

was supplied with an engine and boiler, and thence for Mobile, where she was employed in towing vessels in the

hav and on the Alabama river.1

The steamer "Merrimack," built in Haverhill, William Haseltine, master, made her first trip from that town to Newburyport, Tuesday, April 8, 1828. For several years she carried passengers and merchandise, during the summer months, from Haverhill and other towns on the river to Newburyport.²

In 1831, the steamboat "Mechanic" made excursions in the bay and to Haverhill; and about the same time the steamboat "Fanny" was advertised to leave Newburyport for occasional trips to Boar's Head, Isles of

Shoals, Portsmouth and Boston.

In 1833, the side-wheel steamboat "Herald," about ninety feet long on deck and twenty feet wide, was built near the head of the Middlesex canal, above Pawtucket Falls, and made her first trip from Lowell to Nashua May 31, 1834. Six years later she was sold, taken down the river to Newburyport, and thence to New York, where she was employed transporting passengers to Albany and other towns on the Hudson river.⁴

In 1834, a small, well-built boat, named the "Essex," owned by Michael Pearson and George Fitz of Newbury-port, carried passengers during the summer months to Plum Island and Haverhill. She was propelled by horse power, and was in service on the river for several seasons. In July, 1835, the steamer "Citizen" was advertised to make excursion trips from Ferry wharf to Portsmouth and Boston.

The steam-propeller "Decatur," owned by Albert Wood, John Porter and John Wood, was built by Stephen Jackman, jr., and made her first trip from Newburyport to Boston April 21, 1845, Joseph Bartlet, master. The side-wheel steamboat "Ohio" was launched from the yard of Stephen Jackman, jr., April 7, 1846.

Newburyport Herald, Sept. 29, Nov. 13 and 17, 1818. Newburyport Herald, April 11, 1825, and July 28, 1829. Newburyport Herald, August 30, and September 6, 1831.

^{&#}x27;Contributions of Old Residents' Historical Association, Lowell, Mass., v. 1, pp. 318-336.
'Newburyport Herald, July 10 and 24, 1834, and Aug. 4, 1835.

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bay and on the Airban vad

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left buy years inter she was sold, taken dann do
river to Nawharaport, and thence to New York, above
the was croples of transporting passengers to Albany and
other towns on the Hudson river.

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[&]quot;Newburggort Herald, Supr. 25, Nov. 15 and 17, 1816.
"Marburggort Herald, April 11, 1825, and July 28, 1829.

Mary v. 1, ep. 19-18.

Under the command of Capt. Jeremiah Lunt, she made two trips weekly from Newburyport to Boston, until May, 1847, when she was sold to run in a line of steam packets from New Orleans to Galveston.

John Porter, John Wood, Micajah Lunt and their associates were incorporated April 9, 1846, by the name of "The Newburyport, Boston and Haverhill Steam Boat Company," with power to build and employ one or more steamboats for the transportation of merchandise and passengers between Newburyport and Boston and on the Merrimack river.1 On the thirtieth of June following, the side-wheel steamer "Lawrence," just completed, commenced her daily trips between Newburyport and Haverhill. She left Central wharf at one o'clock P. M. for Haverhill, returning the next day, leaving Haverhill at half-past eight o'clock in the morning, and stopping, on the way up and down, to take passengers at the usual landing places.² She was sold in 1848, and employed in the transportation of passengers between Norwich and New London, in Connecticut, and in 1855 ran between Salem and Boston, as before noted.

John Burrill, John Huse, John N. Wills and their associates were March 3, 1847, incorporated by the name of "The Merrimack Steam Navigation Company," and authorized to build or employ one or more steamboats to be used in the harbor of Newburyport or on the Merrimack river.3 June 16, 1848, a new steamer, named the "Lawrence," made her first trip from Newburyport to Haverhill, and thence to Lawrence.4 She was a small boat, drawing only fifteen inches of water, and was employed on the river for one season only. In 1849, she was sold to the New Bedford and California Mining Company, and was afterwards employed on the San Joaquin river, between San Francisco and Stockton, and on the Yuba river between Sacramento and Marysville. She was completely dismantled in the dock at Brown's wharf, Newburyport, by Charles R. Sargent and Daniel H. Smith.

¹Mass. Acts and Resolves, 1846, chapter 204.

Newburyport Herald, July 17, 1846.

³Mass. Acts and Resolves, 1847, chapter 38. ⁴Newburyport Herald, June 17, 1848.

Under the commend of Capt. Jeromiah Lant, the reals two tiffs weekly from Newborrpoor to Boston, antil hist, 1847, when see was sold to ron in a line of steam packets.

from New Otherns to Galveston.

John Forter, John Wood, Missiph Louis and State asseciates were incorporated April 9, 1846, by the abuse of Company," with power to swild and coupley offs of room streamingsts for the transportation of mercical lice and Marriagers between Newborrepart and Boston and on the Marriagers between Newborrepart and Boston and on the the sidewheel steamer "Lawrence," just completed, community sidewheel attender "Lawrence," just completed, committed being the daily trips between Newborreport and Haverbill, She toth County wharf at, one o'clock P. M. for Harling places, sight o'clock in the morning, and stepping, on the way up and down, to take passengers at the next the next the next the transportation of passengers between Newborre and New London, in Connections, and it 1855, and employed to the transportation of passengers between Newborrence and New London, in Connections, and in 1855, and employed and New London, in Connections, and in 1855, and employed and New London, in Connections, and in 1855, and employed and New London, in Connections, and in 1855, and the between Newborrence.

John Burrill, John Huse, John N. Wills and their associates were March S, 1847, isomposited by the name of "The Merriment Steam Navigation Company," and authorised to build or employ one or more attentionate to be used in the burber of Newburyport or on the Marrimani association of Lawrence," made her first trip from Newburyport to Haverhill, and thence to Lawrence. She was a small boat, drawing only filtern inches or water, and was a small ployed on the river for one season (all). In 1849, also pany, and was afterwards employed on the San Francisco and California Mining Company, and was afterwards employed on the San Josephine Company, and was afterwards employed on the San Josephine Company, and was afterwards employed on the San Josephine Wuba river between San Francisco and Stockton, and on the was completely dismanded in the dank at Brown's wharf, was completely dismanded in the dank at Brown's wharf, Newburyport, by Chailes R. Sarrent and Daniel H. Smith.

Mass. Acts and Resolves, 1846, chapter 101. "Rewburgport Beraid, July 17, 1846. Class. Acts and Jacobres, 1847, chapter 12. "Newburgport Eduald, June 17, 1848.

Her machinery was taken out and shipped to San Francisco, with all the timber, planks, bolts and other material used in the construction of her hull. Under the supervision of Mr. Smith, she was rebuilt in California, and was the first steamboat employed to carry passengers and

freight on the Yuba river.

In the summer of 1849, the steamer "California," built in Waterville, Maine, Eleazer R. Walker and Albert Russell, owners, and A. Fuller, master, made two trips daily between Newburyport and Haverhill; and at the same time the steamer "Sarah," Capt. Isaac Shepard, was advertised to take merchandise and passengers from Newburyport to other towns on the river. Both these steamers were sold in September of that year to be taken to Boston and thence to San Francisco.

In July, 1850, the Newburyport Daily Herald announced the arrival of the steamer "Narragansett," John B. Tuttle, master. She was in active service on the river for two or three months. On the fourteenth of August, the steamer "Merrimack," built under the supervision of David M. Coffin, in the yard owned by John Currier, jr., began to make regular trips between Newburyport and Haverhill, under the command of Capt. William Pritchard. July 25, 1854, she was advertised for sale by a committee appointed for that purpose, consisting of Micajah Lunt, William Graves and Mark Symons. In June, 1855, she was sent to Boston and sold at auction. She also ran from Salem to Lowell Island in 1851.

In the meantime, the steamer "C. B. Stevens," built in Wilmington, Delaware, in 1851, owned by Nicholas Varina, Samuel Stevens, Thomas Buntin and others of Newburyport, made her first trip from Newburyport to Haverhill June 23, 1852, Charles B. Stevens, Captain, and on July 26, 1853, the Newburyport Herald announced the sale of this steamer at auction in Boston. The steamer "Lawrence," a new and commodious boat, much larger than any before employed on the river, was chartered and run, at a pecuniary loss, for several months, for the purpose of stimulating trade and developing the resources of the Merrimack valley. The steamer "Silver Star," Thomas McKinney, master, made excursions to

Her michinary was taken one and abipped to San Frannisco, with all the Uniber, plants, bolts and other material resed in the construction of her both. Under the supervision of Mr. Smith, she was rebuilt in California, and was the first simumbent emphased to carry passengers and

freight on the Tube nver-

In the summer of forcers R Walter and Allein Rusle Waterville, Maine, Elouser R Walter and Allein Russell, owners, and A. Faller, maker, made two crips daily
between Newburrport and Haverbill; and at the sum
time, the steamer "Rarah," Capt. Issae Shepard, mes adv
restined to take merchandese and passengers from Newburrport to other towns on the river. Both these
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to Boston and Mexico to Sup Principles

In Joly, 1850, the herefurpost that the means of the service of the strate of the strate. The master She was in active carriagon the river of the strate of

from Salem to Lowell Island in 1881

In the meantime, the steamer "C B Stevens," owned in Wilmington, Relevant, in 1851, award by Wilmington, Relevant, Thomas Runcin and others of Varine, Samuel Stevens, Thomas Runcin and others of Newborsport, made her first trip from Membursport he shaden and on July 26, 1853, the Newborsport Herald and oction the sale of this steamer at ancience in Boston. The steamer "Lawrence," a new and confincilious heat, was night larger than any before employed on the river, was nightered and run, at a pecuniary loss, for sevenal months, for the paragons of stimulating trade and developing the reasonance of Sizer Sales, and a stimulating trade and developing the research months, for anything of the Merrimansk valley. The steamer of Sizer Start.

Haverhill, Plum Island, and other places of interest on the river and in the harbor during the summer of 1855.

Several years later, the "Peerless," under the command of Captain Joseph M. Coffin, was advertised to take passengers from Newburyport to Haverhill; and in 1872 the steamer "Glide," owned and commanded by Captain Coffin, was running from the above-named towns to Black Rocks and Plum Island. In April of that year the steam propeller "May Queen," built in Philadelphia in 1868, was purchased by Samuel Poor of Haverhill, and employed in the transportation of passengers and merchan-

dise for many years.

In 1878, Captain E. E. Stimpson and Christopher C. Cook of Haverhill purchased the "City of Frederickton," a stern-wheel boat, built in the province of New Brunswick in 1872. She made her first trip to Haverhill June 24, 1878, but having a foreign register, was unable to obtain a license to carry freight or passengers. In April, 1880, she was sold to Hon. Edward P. Shaw, taken to Black Rocks, and converted into a restaurant. Her engine and boilers were transferred to the steamer "City of Haverhill," built in Newburyport by John T. Fillmore for the Merrimack Valley Steamboat Company, which was organized in December, 1879. The steamer "City of Haverhill" was launched March 25, 1880. The last named steamer made her first trip from Haverhill to Black Rocks June 18, 1880. She was about one hundred and seventy-five tons measurement, and was propelled by a stern wheel. In 1895 she was sold, and was lost on her way to Key West, Florida.

The "Merrimack," a stern-wheeled steamboat, about two hundred tons register, built in 1892 by Lemuel Marquand, at Ring's Island, Salisbury, for the Merrimack Valley Steamboat Company, was in active service during the summer months, making two trips daily from Haverhill to Newburyport and Black Rocks, until about 1912. She was then laid up in Newburyport for a long time, and finally, in 1915, burned for the old iron, etc., in her hull.

The steam-tug "Thurlow Weed," built in Albany, N. Y., in 1862, was purchased by Newell Boyd of Amesbury, Sargent & Holden of Haverhill, and others. She

Haverbill, Plum Island, and other places of interest no the river and in the herbor during the automor of 1855.

Several years later, the "Peerless," under the commend of Captain Joseph M. Colfo, was advertised to take passengers from Newburgeors to Haverbill; and in 1873 the steamer "Cilide," council and commanded by Captain Colfo, was running from the abovenamed towis to Black Hooks and Plant leisted. April of that year the steam propeller. "May Queen," bolts in Philadelphia in 1868, was purchased by Samuel Poer of Haverbill, and one played in the transportation of passengers and marchine

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To 1818, Captain E. E. Stimpson and Christopher C. Took of Haverbill purchased the whity of Frederick ton," a stare-wheel best, built in the province of New Heatwards in 1872. She made her first trip to Haver hell Iune 24, 1875, but having a foreign regrows, was noticed to obtain a hoese to converte freight or passages. In April, 1880, she was seld to flow lide and P. Shew taken to Black Hocks, and annversal into a restaurant face to Black Hocks, and annversal into a restaurant. Her engine and hollers were translaved to the avertuer "City of Haverbill," built in Namburgous by John T. William or passages, built in Namburgous by John T. William of Haverbill, was langulard, in Theoremsen, 1872. The sessions of City of Haverbill, was langular her institute than Haverbill to "City of Haverbill," was langular her institute than Haverbill to and assenty-five tone money has made was about one handled by an about one hand was propelled by a stern wheel. In 1895 also was sold, and was propelled by way to Key West, Florida.

The "Merrimach," a stro-wineled staumbout, alout two hundred tons register, built in 1892 by Lemmes Marrimach, at Ring's Island, Salisbury, for the Merchanics Valley Staumbout Company, was in solive service during the summer months, inching two trips daily from Paverbill to Newburyport and Black Books, and shows 1912. She was then laid up in Newburyport for a long time, and finally, in 1915, burned for the old iron, etc., to her built.

The steam lag "Tharing Wead," built in Albany, W. Y., in 1502, was purchased by Mercell Boyd of Asserbary, Sergent & Holden of Bayeshill, and others. Sho arrived in Newburyport June 5, 1864, and for twenty-five or thirty years was employed in towing vessels in the harbor and on the river. In 1875, the steam-tug " Mattie Sargent," built in Philadelphia in 1871, was purchased by Newell Boyd, Sargent & Holden, John O. Davis and others. She was commanded by William Robinson for one or two years, and afterwards by Capt. John O. Davis and Capt. Clemens E. Davis. During the summer months the barge "Queen of the Merrimack," built for Newell Boyd and others at Salisbury in 1870, made frequent excursions from Haverhill and other towns on the river to Black Rocks, in tow of the steam-tug "Mattie Sargent." Subsequently, the Haverhill Steamboat Express Company was organized for the purpose of towing vessels and carrying passengers to and from Haverhill and other towns on Merrimack river. The abovenamed steam-tugs, with the barge "Queen of the Merrimack," and steam-propeller "General Bartlett," built in East Boston, were purchased by the new company and used in transporting passengers and merchandise for several years. The "General Bartlett" arrived in Newburyport June eighteenth, and made her first trip to Haverhill June 24, 1879, under the command of Capt. John O. Davis.

Benjamin F. Butler, John Nesmith, DeWitt C. Farrington, their associates and successors, were incorporated in 1867, by the name of the Pentucket Navigation Company, for the purpose of improving navigation in the Merrimack river, and transporting coal and other merchandise from Newburyport to Lowell. It was not, however, until July, 1876, that the steamer "Maud," built in Haverhill, made her first trip from Newburyport to Lawrence, under the command of Capt. Henry Vatter, and in the month of September following was advertised to make the trip daily. She was sold in 1877, and taken to Portsmouth, N. H.

The side-wheel steam-tug "Charles L. Mather," built in Athens, N. Y., was purchased by the Pentucket Navigation Company, and arrived in Newburyport October 1, 1876. Two days later, on her way to Lawrence, she

^{&#}x27;Mass. Acts and Resolves, 1867, chapter 115.

entired in Newburyport Janu 5, 1991, and for breaty-five or thirty rears was employed in top ing vessels in the barber and on the river. In 1876, the essenting "Market Sergent," built in Philidelphia in 1871, was purchased by Newell floyd, Sergent & Holden, John Orthon Davis and others. She was communicated by William Robinson, for one of two years, and afterwards by Capt John O. Barris and other Capt. Clement E. Davis. "During the summer months the barge "Queen of the Mersteart," built for Meiell Boyd and others at Salistony in 1870, and the fiver to Blatch Rocks, in tow of the steam-buy "Matches fiver to Blatch Rocks, in tow of the steam-buy "Matches fiver to Blatch Rocks, in tow of the steam-buy "Matches fiver to Blatch towns on Marriansk river. The shear town on the steam-buy "Matches fill and other towns on Marriansk river. The shear was ungaled at the first propeller "General Haver-bill and other towns on Marriansk river. The shear was used in transporting passengers to the first lock in mark," and steam propeller "General Harrings of the Merrical Intransporting passengers and marchandism for the Merrical Intransporting passengers and marchandism for the Newberton of Davis, long of the first trap lock of the Sary, under the continued of Capt long O. Davis.

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The side-wheel steam-top "Charles L. Mather," built in Arbens, W. Y., was purchased by the Pentucket Navization Compley, and arrived in Nachurppert October 1. 1876. Two days later, on her way to have been also

[&]quot;Heat. Acts and Resolver, 1867, chapter 115.

passed through the draw of the Essex-Merrimack and other bridges on the river with difficulty. After leaving Haverhill, she struck a rock at the foot of the rapids in Dutch Gap, and was subsequently beached on Kimball's Island for temporary repairs. On the sixteenth of November following, with a barge load of coal in tow, she made a successful trip from Newburyport to Lawrence.

The next year the steamer "Kitty Boynton," forty-five tons register, was built by Colby & Lunt, in Newburyport, to assist in the transportation of coal and other merchandise through the canal from Lawrence to Lowell. The "Startled Fawn," built in Philadelphia in 1875, for the transportation of passengers attending the Centennial fair in that city, was purchased by the Pentucket Navigation Company, and made her first trip July 15, 1879, from Newburyport to Haverhill. She was afterward employed in the development of travel and the

transportation of merchandise on the river.

In 1880, the "Orient," a stern-wheeler, built in Portland, Maine, was purchased. She arrived in Newburyport on the eighteenth of May, but the inspectors at the custom house found her boilers defective. She was withdrawn from active service, dismantled, and moored near the marine railway on Ring's island, in Salisbury, where she remained until destroyed by fire six or eight years later. The steam-tug "Wauwinet," purchased in Boston by Edward P. Shaw, arrived in Newburyport in tow of steamer "Florence," July 23, 1880. She was rebuilt by Capt. Joseph M. Coffin, provided with a new engine and boiler, and sold to the Pentucket Navigation Company in July, 1881. The next year she made daily trips from the foot of Canal street, in Lawrence, to Haverhill, Newburyport, and the sea. The stern-wheeler "Merrimack," built in Essex, Mass., made her first trip from Haverhill to Lawrence in November, 1882, under the command of Captain Haverty. She was withdrawn from service during the winter months, and early the following spring was taken to Jacksonville, Florida. All the property of the Pentucket Navigation Company, not

^{&#}x27;The steamer "Kitty Boynton" was advertised for sale in the Newburyport Herald June 3, 1882.

passed through the draw of the Esser-Merrimack and other bridges on the river with difficulty. After leaving Haverhill, she struck a rock at the foot of the rapids an Datch Gap, and was subsequently beanted on Kimball's Island for temporary repairs. On the sixteenth of November following, with a barge load of coat in tow, she made a successful trip from Newburyport to Lawrence.

The next year the steamer "Litty Beynton," forty-buy tone register, was built by Colby & Lunt, in Newburyport, to sense in the transportation of coal and other merchandise through the canal from Lawrence to Low-ell. The "Startled Fawn," built in Philadelphia in 1875, for the transportation of passengers attending the Centannial fair to that city, was purchased by the Protucket Navigation Company, and made her first trip July 18, 1879, from Newburyport to Haverbill. She was afterward employed in the development of travel and the

transportation of merobandise on the river.

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The steamer "Eity Boyeton" was advartised for sale in the Newboryport Herald June 5, 1882.

otherwise disposed of, was sold at auction in the city of

Lawrence, May 25, 1883.

In 1880, Edward P. Shaw and others organized the People's Line of Steamers, to carry passengers and merchandise between Haverhill, Amesbury and other towns on the Merrimack river and Newburyport and Boston. The steam-propeller "May Queen," owned by the Merrimack Valley Steamboat Company, was purchased and used in the passenger service, and the side-wheeler "Florence," purchased in Rhode Island, made daily trips from Newburyport to Boston, under the command of Capt. J. F. Tilton. In September, 1880, the steamer "Florence" was sold, and the "E. P. Morris" was purchased to take her place, but the business proving unremunerative, she was withdrawn from active service in October, 1881.

In 1883, the steamer "E. P. Shaw," built at Petty's Island, New Jersey, was employed in the transportation of passengers to Black Rocks, during the summer months; and, in 1889, the "Pauline," built by Lemuel Marquand at Ring's island, in Salisbury, was engaged in the same service. In 1891, the street railway from Market square, Newburyport, to Salisbury beach, was equipped for electric car service, and the People's Line of steamers discontinued.

In 1873, Henry M. Cross, a wholesale and retail coal dealer in Newburyport, sold his wharf property to the Philadelphia and Reading Coal and Iron Company, and was appointed agent of the company for Newburyport and vicinity, which position he held ten or twelve years. Adjoining lots of land were purchased, and the erection of a coal pocket, for storing and distributing coal, begun in 1874, was completed in 1876. Soon after the lastnamed date, the iron colliers, "Leopard," "Panther," "Hercules," "Achilles," "Rattlesnake," "Centipede" and others made frequent trips from Philadelphia to Newburyport with coal. Barges in tow of steamers are now employed in that service, and larger storage capacity has been provided by the erection of additional coal pockets.

Essex Deeds, book 882, leaves 83 and 254; book 891, leaf 109.

otherwise disposed of, was sold at austion in the city of

In 1886, Edward P. Shan and others organized the People's Line of Steemars, to carry possessions and marchandiso between blaverfull, Ameebury and other towns on the Merrimeck river and Merchanypart and Souton on the Merrimeck river and Merchanypart and Souton made Valley Stemplant Company, was penchant and made in the presenger pervise, and the side-wheeler "Flormed in the presence that the side-wheeler "Flormed," purchased in Brode Island, made daily trips from Sewburyport to Buston, under the command of Copt.

J. R. Tilton. In September, 1850, the steamer "Flormed on the state of Plant the business proving unremovered the take her place, but the business proving unremovered two, she was withdrawn from antive service in October, 1881.

In 1883, the steamer "H. P. Shaw," built at Fetty's Island, New Jersey, was, employed in the transportation of passengers to Black Rocks, during the summer months; and, in 1860, the "Paulton," built by Lemnal Marquend at Ring's island, in Salishury, was our gaged in the same service. In 1891, the curest milway from Market square, Newbaryport, to Salishury beach, was equipped for electric car service, and the France's

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Ready Dords, book SET Haven SS and 151; book 151, har 109.

In 1880, the steam-tug "Luke Hoyt," built in Philadelphia in 1863, was purchased by William E. McQuillen and others, and twelve months later the steam-tug "Farnsworth," built in New Jersey in 1877, was purchased by Henry M. Cross and others. The owners of both of these tugs united, in 1882, to form the Merrimack River Towing Company, Henry M. Cross, president, William E. McQuillen, general manager, and James V. Felker, secretary and treasurer. Several years later the company purchased the steam-tug "Thurlow Weed," owned by its competitor, the Haverhill Express Company, and soon obtained complete control of the towing business on the river and in the harbor. There was an active demand for these boats, and vessels loaded with coal. lumber and other merchandise, were frequently obliged to wait in Newburyport for a favorable opportunity to proceed up the river.

In addition to the above-named tugs, the Merrimack River Towing Company purchased the "Clara E. Uhler," built in Philadelphia in 1881. Subsequently, the company increased its capital stock, and purchased the "Bronx," built in Brooklyn, N. Y., in 1888, the "Cygnet," built in East Boston, Mass., in 1890, the "Powwow," built in Kennebunkport, Maine, in 1904, and the "Monomack," built in East Boston in 1908. The "Luke Hoyt," the "Farnsworth," the "Thurlow Weed" and the "Clara E. Uhler" were sold fifteen or twenty years ago. At the present time the "Bronx," "Hazel Dell," "Cygnet," "Powwow" and "Monomack" are employed eight or nine months in the year in towing vessels in and out of the harbor and transporting coal in barges from Newburyport to Haverhill and other towns on the river.

. (To be continued)

IPSWICH VITAL RECORDS

1749-1849

The following baptisms, marriages and deaths have been taken from a book of records of the First Congregational Church of Ipswich, which has come to hand since 1910, supplemented by Bible records, Church records and gravestone records, the same not being included in the Ipswich Vital Records, published in 1910.

ABBREVIATIONS

a .-- age.

ebt .- about.

6 .-- born.

c. R. 4.—church record, Chebacco Parish Church.

c. s. 5 .- church record, the Hamlet Parish Church.

ch .- child.

chn .- children.

d.-daughter; died.

Dea __deacon.

c. a. 1.—gravestone record, Old Burying Hill.

h.-husband; hour.

inf.—infant.

int -- intention of marriage.

jr.-junior.

*.- male; married; month.

P. R. 78.—Bible record now in possession of Miss Anna W. Ross.

* a 101.—Bible record now in possession of Miss Emma Wait.

*. *. 119.—Bible record now in possession of Mrs. Charles Mills of Rockport.

(33)

PEWICH VITAL RECORDS

1749-1840-

The following haptiens, marriages and dauths have been taken from a look of records of the Pitts Congregational Church of Specials, which has come to hand clara 1910, supplemented by Bible records, Church records and grounds and grounds records, the raise not being included in the locality Visal Records, published in 1910.

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e a describe record, Character Parish Church,

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,hGdo—As

ahn -children.

A-daughten; died.

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e. a. I .- gravestone record, OM Rorring Hill.

trod ; basesed-A

es/--infant.

int-intention of marriage.

Jr - junior.

s-male; married; month

A to 78.—Bible record new in procession of Mite Anna W.

A a 101.—Bible record now in posteration of Miss Emma

A a 119.—Bible record new to persession of life. Charicas.

- P. R. 120.—Bible record now in possession of Miss Lena B. Pool of Lynn.
- P. R. 121.—Bible record now in possession of Mrs. Henry Smith of Rockport.
- P. R. 122.—Bible record now in possession of Mrs. Scott Stevens of Rockport.
- P. Z. 123.—Bible record now in possession of Mrs. Ada H. Whitney of Rockport.

rec .- recorded.

s .- son.

sr .- senior.

T. R. -town record.

unm.—unmarried.

w .- wife.

wid .- widow.

widr,-widower.

A at 120 - Hible record now in possession of Mas Lone B.

even 121.—Bible record new in presention of Mrs. Henry Smith of Resignation

And The Bills record now in procession of Mrs. Society.

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IPSWICH BAPTISMS

ADAMS, Abraham, s. Henry and Sarah, bp. June 3, 1792: Polly, d. Henry and Sarah, bp. May 24, 1789.

ANDREWS, Sarah, d. David, bp. Mar. 6, 1757.
William Fuller, s. David, bp. Sept. 27, 1761. [bp. Sept. 26.
T. B.]

APPLETON, Eliza[beth], d. Francis, bp. Oct. 4, 1767. [bp. Oct. 11. T. R.]

Eliza[beth], d. William, bp. Aug. 21, 1774.

Hannah, d. Benja[min], bp. Aug. 19, 1770.

John, s. John, bp. Dec. 23, 1750. [bp. Dec. 16. T. R.]

Mary, d. Isaac, bp. July 2, 1749.

Mary, d. Will[ia]m, bp. July 5, 1772.

ASTNESS, Manuel, s. Manuel and Rebecca, bp. Jan. 17, 1773.

AVERILL, Benja[min] [Avery. T. R.] s. Benja[min], bp. Dec. 16, 1770.

Elizabeth, d. twin, Benja[min], bp. Dec. 26, 1773.

Sarah, d. twin, Benja[min], bp. Dec. 26, 1773.

BAKER, Margaret, d. W[illia]m, bp. Sept. 11, 1763. [bp. Sept. 12. T. R.]

Margarett, d. Will[iam], bp. Sept. 12, 1762.

Mary, d. Sam[ue]l, bp. July 27, 1788.

Samuel, s. Samuel, bp. Oct. 28, 1781.

Sarah, d. Samuel, bp. Jan. 19, 1766.

Stephen, s. Wil[lia]m, bp. Feb. 28, 1773.

BEAL, John, s. Tho[ma]s, bp. June 19, 1763. William, s. Tho[ma]s, bp. July 30, 1749. [bp. July 16. T. R.]

BLY, Mary, d. William, bp. Oct. 19, 1755. [d. John, bp. Oct. 18. T. R.]

BOARDMAN, Abigail, d. Damiel, bp. Feb. 27, 1791. Anna, d. Daniel, bp. Nov. 26, 1786. Daniel, s. Daniel, bp. Dec. 23, 1782. Francis Hodgkins, s. Daniel, bp. Jan. 9, 1785.

SMERTSAG BOATESME

ADAMS, Abraham, a Henry and Sarab, bp. Jone S, 1795 Polly, d. Henry and Sarab, bp. May 24, 1783

ANDREWS, Sardh, d. David, by Mar 6, 1787, William Fuller, a. David, by Says 27, 1761, [by. Says 26 r. &]

APPLETON, Elizaforth), d. Francis, bp. Oct. 4, 1767. [bp. Oct. 11. 2: a:]
Elizaforth], d. Wellisse, bp. Aug. 21, 1774.
Hannah, d. Benja(min), bp. Aug. 10, 1770.
John, a John, bp. Dec. 23, 1750. [bp. Dec. 16, v. b.]
Mary, d. Jasses, bp. Judy 2, 1750.

ASTRESS, Manuel a. Manuel and Rebends, bp. Jan. 17, 1773.

AVERILL, Benjalmin) [Arery, v. u.] s. Benjalmin], bp. Duc. 16, 1770.

Klizabeih, d. twin, Benjalmin], bp. Dec. 26, 1773.

Samb, d. twin, Benjalmin], bp. Dec. 26, 1773.

BAKER, Margaret, d. William, bp Sept. 11, 1763. [bp. Sept. 12. x. x.]
Margarett, d. William, bp. Sept. 12, 1763.
Mary, d. Samlue, bp. July 97, 1758.
Samcel, s. Samuel, bp. July 97, 1758.
Samcel, s. Samuel, bp. Jul. 1760.
Sambel, d. Samuel, bp. Jul. 1760.
Sambel, s. William, bp. Jul. 1760.

BEAL John, s. Tho[ma]s, bp. June 19, 1763. William, s. Tho[ma]s, bp. July 30, 1740. [bp. July 16. T. m.]

BLT, Mary, d. William, bp. Oct. 19, 1755. [d. John, bp. Oct. 18, r. s.]

BOARDMAN, Abigail, d. Danial, op. Feb. 27, 1791. Anna, d. Daniel, ope Nov. 48, 1788. Daniel, s. Daniel, op. Dec. 28, 1782. Francia Hodgkins, v. Danial, op. Jan. 9, 1786. BOARDMAN, John, s. Daniel and Mary, bp. July 29, 1781. Lucy, d. Daniel, bp. May 14, 1797. Mary, d. Daniel and Mary, bp. Aug. 20, 1780. Sarah Gidings, d. Daniel, bp. Oct. 18, 1801. Thomas Caldwell, s. Daniel, bp. July 17, 1803.

BOURROUGHS, Abr[aham], s. Josiah, bp. May 13, 1751. [William, bp. May 12. T. R.]

BRAGG, Mary, d. Timo[thy], jr., bp. July 30, 1749. [bp. July 16. T. R.]

BROWN, Benja[min], s. Benja[min], 3d [jr. T.R.], bp. Oct. 5, 1766.

David, s. Nathaniel, bp. Mar. 18, 1781. Jane, d. Samuel, bp. Jan. 1, 1769. Joshua, s. Nath[anie]l, bp. Oct. 17, 1784.

Martha, d. Benja[min], jr., bp. Jan. 8, 1764.

Nath[anie]l, s. Benja[min], bp. Jan. 22, 1758. [bp. Jan. 23.

Nath [anie]l, s. Nath [anie]l, bp. Nov. 6, 1772. Sarah, d. Benja [min], 3d. bp. Apr. 28, 1771.

Tho[ma]s, s. Benja[min], jr. [3d. T. R.], bp. Dec. 25, 1768.

BURGESS, Bartholomew, s. Bartholomew H. and Sarah, bp. June 8, 1794.

Charles, s. Bartholomew H. and Sarah, bp. June 8, 1794. Francis, s. Bartholomew H. and Sarah, bp. June 8, 1794.

BURNAM (see also Burnham), James, s. Tho[ma]s, bp. June 27, 1756. [bp. June 20. T. R.]
Josiah, s. Isaac, bp. May 26, 1765.
Sarah, d. Tho[ma]s, jr., bp. Feb. 28, 1768.

BURNHAM (see also Burnam), Ebenezar, s. Tho[ma]s, 2d, bp. Feb. 2, 1772.

CALDWELL, Aaron, s. twin, Moses, bp. Nov. 14, 1790.
Abraham, s. Abraham and Esther, bp. Dec. 19, 1773.
Benja[min], s. Benjamin, bp. May 8, 1763.
Daniel, s. John, bp. Nov. 19, 1769.
Daniel, s. Thomas, bp. Mar. 2, 1794.
David, s. Thomas, bp. Feb. 9, 1783.
Elisabeth, d. Moses and Eliz[abe]th, bp. Oct. 1, 1786.
Elisabeth, d. Thomas, bp. Apr. 10, 1803.

Eliza[beth], d. Aaron, bp. Apr. 29, 1751. [bp. Apr. 28. T. R.]

Bosnomsky, John, a Daniel and Mary, bp. July 29, 1781. Lager, & Daniel, by. May 14, 1797.

Mary, d. Daniel and Mary, by, Aug. 20, 1789.

Thomas Caldwall a Demial bu July 17, 1802.

BOURROUGHS, Margalami, e. Toniah, bp. May 18, 1751. [Wil-

BRAGG Mary, d. Theology), is, by July 30, 1749. (by.

EROWN, Benja[min], a. Ponja[min], 3d [jr. r.m.], bp. Ost. 8,

Bartd, a Nathanial, bg. Mar. 18, 1781.

James, d. Samuel, bp. Jan. 1, 1708.

Joshua, E. Kathforniell, hip. Oct. 17 1786.

Marcha, d. Benjajuini, ir., bp. Jan. S. 178

Nath(note)), s. Bonys (sein), by. Jan. 22, 1768 (ep. Jon. 23,

Nath[anie]i, a Nath[anie]l, bp. Nov. 6, 1772.

Serate d. Menylman, od. op. Apr. 25, 111 b.

BURGESS, Burthelonew, s. Bartholomew II. and Samh, he

Charles, S. Harmonimew H. and Sarah, by June 5, 1794.

BURNAN (see also Burnham's, James, a Thofmale, by

And the wall of the North a delical

Sarab, d. Thorman, on, be, 1eb, 27, 1768.

STRINGAM (see also Burnam), Ebourna, a. Tho[ma]s, 24, bp.

CALDWELL, Asson, s. twin, Mores, bp. Nov. 14, 1790. Abraham, s. Abraham and Enther, bp. Dec. 19, 1770.

Denist a John be Nov. 19, 1760.

Daniel, s. Thomas, by. Mar. 2, 1791.

David, a Thomas, by Jude 9, 11 al.

Blischerb, d. Mones and Ellerabe va. be. Oct. 1, 1786.

Eller berte], & Aserte by Apr. 29, 1751. [up. Apr. 28, n. n.]

CALDWELL, Elizabeth, d. Thomas, jr., bp. Dec. 12, 1784. Francis, s. Thomas, bp. Nov. 16, 1788. Hannah, d. Benj [ami]n, bp. Mar. 9, 1783. John, s. Thomas, bp. May 19, 1782. Josiah, s. Thomas, bp. Aug. 19, 1781. Lucy, d. Tho [ma]s and Lucy, bp. May 8, 1774. Lydia, d. Benja min], bp. May 3, 1772. Mary, d. Benjamin, bp. Mar. 18, 1781. Mary, d. Thomas, jr., bp. Sept. 26, 1790. Moses, s. Moses and Eliz abe th, bp. Jan. 25, 1789. Nathan, s. Benja min], bp. Sept. 30, 1765. Richard Sutton, s. Moses, bp. Mar. 16, 1794. Samuel, s. twin, Moses, bp. Nov. 14, 1790. Stephen, s. Moses, bp. July 16, 1797. Susannah, d. Thomas, jr., bp. June 22, 1788. Thomas, s. Tho mals and Eliza belth, bp. Oct. 17, 1779. Thomas, s. Thomas, bp. Sept. 17, 1780.

CHAPMAN, Priscilla, d. Nathan, bp. Aug. 26, 1753.

CHIPMAN, Anstice, d. John [Samuel and Anstice. T. R.], bp. Nov. 17, 1754.

CHOATE, Abigail Patch, d. Stephen and Elizabeth, b. June 26, 1789. P. R. 120. [bp. Oct. 25, 1790. T. R.]

Elizabeth, d. Stephen and Elizabeth, b. Nov. 2, 1773. p. r. 120. [bp. Nov. 23, 1777. T. R.]

Epes, s. Stephen and Elizabeth, b. June 5, 1792. P. R. 120.

Francis, s. Abraham, bp. May 20, 1764.

Francis, s. Stephen and Elizabeth, b. Feb. 12, 1794. P. R. 120.

Hervey, s. Stephen and Elizabeth, b. Sept. 2, 1785. P. R. 120.

Joanna d. Stephen and Elizabeth, b. Luna 22, 1776. P. R. 120.

Joanna, d. Stephen and Elizabeth, b. June 22, 1776. P. R. 120. John Patch, s. Stephen and Elizabeth, b. Jan. 22, 1781. P. R. 120.

Peggy, d. Stephen and Elizabeth, b. May 12, 1796. P. R. 120. [May 11. c. R. 4.]

Polly, d. Stephen and Elizabeth, b. Jan. 2, 1779. P. R. 120. Stephen, s. Stephen and Elizabeth, b. Mar. 20, 1783. P. R. 120.

COGGSWELL (see also Cogswell), Anstis, d. Ebenezer, bp. Sept. 13, 1795.
Ebenezer, s. Ebenezer, bp. Aug. 23, 1801.

Mary, d. Ebenezer, bp. Mar. 10, 1799. Oliver, s. Joseph, bp. July 29, 1787.

Sophia, d. Eben[eze]r, bp. Mar. 5, 1797.

Carowell, Biligheld, d. Thomas, jr., bp. Dec 12, 1764
Massab, R. Thomas, bp. Nov. 16, 1783.
Massab, R. Benjirmile, bp. Mar. 5, 1783.
John, a Thomas, bp. May 10, 1782.
Lary, d. Thomas, bp. Angi 10, 1781.
Lary, d. Thomas, bp. Angi 10, 1781.
Lary, d. Thomas, jr., bp. Sept. 26, 1772.
Mary, d. Thomas, jr., bp. Sept. 26, 1773.
Mary, d. Thomas, jr., bp. Sept. 26, 1780.
Mary, d. Thomas, jr., bp. Sept. 26, 1780.
Moons, s. Moses, de. Mar. 16, 1780.
Richard Spirjon, s. Moses, bp. Mar. 10, 1780.
Stephen, s. Moses, bp. Mar. 11, 1780.
Stephen, s. Moses, bp. Mar. 11, 1780.
Stephen, s. Thomas, bp. Sept. 11, 1780.
Thomas, s. Thomas, bp. Sept. 11, 1780.

CHAPMAN, Princiles, d. Nathans, bp. Aug. 20, 1755.

CHIPMAN, Austine, d. John [Sommel and Austion, & m.], bpn.
Nov. 17, 1754.

CHOATE, Abiguil Patels, d. Strephen and Elizabeth, b. Jame 26, 1780. - n as 15th (op. Oct. 26, 1780. n a.)

F.m. w . 1771 . St. wolf . ed]

Epes, a Stephen and Elizabeth, b. Jano 6, 1792 a. a. 190.
Trancis, a Stephen and Elizabeth, b. Feb. 12, 1794, s. a. 120.
Hervey, a Stephen and Elizabeth, b. Seph 3, 1783, s. a. 120.
Johnon, d. Stephen and Elizabeth, b. Seph 3, 1783, s. a. 120.
Johnon, d. Stephen and Elizabeth, b. June 73, 1776, s. a. 120.
John Patch, at Stephen and Elizabeth, b. June 73, 1776, s. a. 120.
John Patch, at Stephen and Elizabeth, b. June 73, 1776, s. a. 120.
John Patch, at Stephen and Elizabeth, b. June 73, 1761, s. a. 120.

Feggy, d. Stephen and Elizabeth, b. May 12, 1795, s. z. 120.

Polity, d. Stephen and Ellipsimbly, & Jan. 2, 1778, r. n. 129. Stephen, & Stephen and Elizabeth, b. Mar. 20, 1783, r. m. 120.

COGGSWELL (see also Coggsedl), Anstin, d. Ebenaser, bp. Sept. 13, 1705.
Ebenser, s. Ebenerer, br. Aug. 23, 1801.

Street, a. Joseph, by July 20, 1799.

Sophia, d. Ebenjers Jr. bp. Mac. 5, 1797.

COGSWELL (see also Coggswell), Anna, d. Joseph, bp. Sept. 23, 1781.

Francis, s. Joseph, bp. Sept. 11, 1774. Francis, s. Ebenezer, bp. Oct. 16, 1803. Lucy, b. —, 1759. P. R. 121. William, s. Joseph, bp. [June 3], 1764.

COLEMAN, Clarissa, d. W[illia]m and Sarah, bp. Nov. 2, 1788. Sarah, d. W[illia]m and Sarah, bp. Nov. 2, 1788. William, s. W[illia]m and Sarah, bp. Nov. 2, 1788.

CROCKER, Eliza[beth], d. John, bp. Nov. 6, 1772.

CROMBIE, see Crumbie.

CROSS, David, s. Benja[min], bp. June 5, 1774.

Dudley, s. Nathaniel, bp. Sept. 17, 1780.

Eliza[beth], d. John, bp. Aug. 7, 1763.

Elizabeth, d. Benj[ami]n, bp. Aug. 24, 1777. [bp. July 27.

T. R.]

Hannah, d. Nath[anie]l, bp. Aug. 29, 1773.

John, s. John, bp. [bet. Feb. 17 and Mar. 17], 1765.

Sarah, d. Benj[ami]n, bp. Oct. 7, 1781.

CRUMBIE, —, ch. Aaron, b. Dec. —, 1787.

DAY, Aaron, s. Aaron, bp. Oct. 21, 1753. [bp. Oct. 20. T. R.] Abigail, d. Daniel and Sarah, bp. June 14, 1795. Anstice, d. Tho[ma]s, bp. Mar. 30, 1767. [bp. Mar. 29. T. R.] Daniel, s. Daniel, bp. July 15, 1792. Eliza[beth] [Abigail. T. R.], d. twin, Jer[emy], bp. July 1, 1753. Eliza[beth], d. Aaron, bp. Aug. 7, 1757. James, s. twin, Jer[emy], bp. July 1, 1753. Lucy, d. Aaron, bp. Aug. 12, 1759. Mary, d. Aaron, bp. Oct. 31, 1773. Rebecca, d. Thormals, bp. May 5, 1765. Sarah, d. Daniel and Sarah, bp. July 11, 1790. Susannah, d. Aaron, bp. Feb. 12, 1764. Susannah, d. Aaron, bp. Aug. 9, 1767. Susannah, d. Daniel and Sarah, bp. July 11, 1790. Unis, d. Abner, bp. Apr. 21, 1765. [bp. Apr. 20. T. R.] Unis, d. Tho mals, bp. Dec. 19, 1773. ---, ch. Aaron, b. Nov. --, 1787.

Warning d. Daniel and Suren, up July 11, 1780.

DENNIS, Elizabeth, d. Sam[ue]l and Rebekah [Eliza[beth]. T. R.], bp. May 18, 1766.

Elizabeth, d. John, bp. Mar. 6, 1785.

Hannah, d. Capt. Nath[anie]l, bp. Feb. 2, 1794.

John, s. John, bp. June -, 1780.

Lydia, d. John, now living at Litchfield, Linc[ol]n Co., bp. July 12, 1795.

Martha, d. Nath[anie]l, bp. Feb. 27, 1791.

Mary, d. Arthur, bp. Dec. 9, 1769.

Mary, d. Nath[anie]l, bp. June 10, 1781. Mary, d. Nath[anie]l, bp. Oct. 31, 1784.

Nathfanie]l, s. Nathfanie]l, bp. Dec. 18, 1774.

Sam[ue]l, s. Samuel, bp. Jan. 6, 1771. Thomas, s. John, bp. Mar. 23, 1788.

Thomas, s. wid. Mary, bp. Dec. 27, 1795.

William, s. W[illia]m, bp. July 3, 1766. [bp. Aug. 4. T. R.]

DODGE, Abigail, d. Abrah[am], bp. June 5, 1763. Daniel, s. Will[ia]m, jr., bp. Oct. 5, 1760. Elisabeth, d. Thomas and Elisabeth, bp. Aug. 11, 1799. Eliza[beth], d. Isaac, bp. Apr. 22, 1761.

Ellen, d. Tho mals and Ruth, bp. June 27, 1778.

Hariot, d. twin, Thomas, bp. Feb. 13, 1803. Mary, d. Capt. Thomas, bp. Sept. 29, 1782.

Kebeckah, d. Thomas, bp. Dec. 16, 1792. Sarah, d. Isaac, bp. June 16, 1766.

Sarah, d. Thomas and Elisabeth, bp. Aug. 11, 1799.

Thomas, s. twin, Thomas, bp. Feb. 13, 1803.

William, s. W[illia]m, jr. and Elizabeth, bp. Aug. 20, 1780.

DUTCH, Betsey Simpkins, d. Stephen, bp. May 9, 1784. Daniel, s. Benja[min], jr., bp. June 22, 1760.

Dolly, d. Capt. John, bp. May 25, 1783.

Eliza[beth], d. Nath anie], bp. Mar. 11, 1759.

Eunice, d. John, bp. Apr. 22, 1781.

Henrietta, d. Stephen, bp. Nov. 26, 1786.

Lucy, d. Stephen, bp. Jan. 6, 1788.

Mary, d. John, bp. Aug. 29, 1773.

Polly, d. Stephen and Mary, bp. Nov. 10, 1782.

Sally, d. Capt. John, bp. May 15, 1785.

Stephen, s. Stephen and Mary, bp. Apr. 29, 1781.

Susanna, d. Benja[min], bp. May 22, 1768. [bp. May 20.

William, s. Stephen, bp. Dec. 11, 1785.

____, s. Daniel, b. Sept. ___, 1787.

Thousand a series of the serie

EDWARDS, Hannah, d. Joseph, bp. Oct. 4, 1767. [bp. Oct. 11. T. R.]

EVELETH (see also Evleth), Elisabeth, d. Samuel and Elisabeth, bp. Oct. 12, 1788.

Mary, d. Sam[ue]l, bp. Mar. 16, 1794.

Sam[ue]l, s. Sam[ue]l, bp. Aug. 22, 1790.

Sarah, d. Sam[ue]l, bp. Oct. 14, 1798.

_____, s. Samuel, b. May ____, 1786.

EVLETH (see also Eveleth), Susannah, d. Sam[ue]l, bp. Feb. 29, 1796.

FARLEY (see also Farly), Abigail, d. Nath[anie]l, bp. Jan. 31, 1762.

Charles, s. Jonathan, bp. June 26, 1791.

Elisabeth, d. Jonathan and Susannah, bp. Oct. 19, 1788.

Eliza[beth], d. Michael, jr., bp. Jan. 13, 1750-51. [bp. Jan. 14. T. R.]

Eliza[beth], d. Nath[anie]l, bp. June 26, 1757. [bp. June 25. T. R.]

Eunice Wells, d. Jonathan, bp. June 2, 1805.

Hannah, d. Nath[anie]l, bp. May 5, 1771.

Joseph, s. John, bp. July 5, 1772.

Michael, s. Jonathan, bp. May 30, 1802.

Susannah, d. Nath[anie]l, bp. May 28, 1780.

Susannah, d. Jonathan and Susannah, bp. Oct. 19, 1788.

Will[iam], s. Nath[anie]l, bp. Nov. 18, 1759.
_____, d. Jonathan, b. Apr. ____, 1786.

FARLY (see also Farley), George William, s. Jonathan and Susannah, bp. Sept. 6, 1801.

Jonathan Coggswell, s. Jonathan and Susannah, bp. Sept. 6, 1801.

Mary, d. Jonathan and Susannah, bp. Sept. 6, 1801.

FELLOWS, Susannah, d. Joseph, bp. July 2, 1749. William, s. —, bp. Feb. 14, 1780.

FITTS, Abraham, s. Dan[ie]l, bp. Nov. 25, 1753. [bp. Nov. 26. T. R.]

Bethiah, d. Moses, bp. Feb. 14, 1768. Daniel, s. Daniel, bp. Dec. 1, 1751.

Daniel [Moses. T. R.], s. Daniel, bp. Dec. 28, 1755.

Elisabeth, d. Nath[anie]l, bp. Oct. 5, 1788.

Jeremiah, s. Nathfaniell, bp. Apr. 23, 1780.

EDWARDS, Hamseb, d. Jeseph, bp. Oct. 4, 1767. [bp. Oct. 11.

HYELETH (nes slee, Eviceb), Ellephyth, d. Samuel and Ellen-

Mary, d. Sam (os), by Mar, 16, 1794. Sam (os), s. sam (os), by Aog. 22, 1700

___ a Samuel, 5 May _, 1786

BYLHTH (see also Eveleth), Suctainal, d. Sam[ne]l, bp. Feb.

PARLEY (see also Feely), Alsoyd, d. Neth(anie), bp. Jan. 31, 1769.

Charles, s. Jonathan, op. June 26, 1791.

Elicabeth, d. Makes, in, by dan, 13, 1750-51. (by Jan.

and of the second of the second second

Eliza beth), d. Nath anie]l, bp. June 26, 1757. [bp. June 26, 1757.

Eugles Wells, d. Jonathan, by June 2, 1800.

Joseph, s. John, on Jely 5, 1772.

Michael, S. donassio, op. stay of, sove-

Someone de Josephen and Soundard by Oct 19, 1788.

d Jonathan, b. A.m. -. 1786.

FARLY (see also Farley), George William, v. Jouethan and Susseauch, by, Seet, 6, 1801.

Josephen Copyer all, s. Jonathan and Seasonals, bp. capt. 6

Mary, d. Jonethan and Sassamb, bp. Sopt. 6, 1801.

FEILOWS, Susmann, d. Joseph, bp. July 2, 1748 William, s. —, bp. Feb. 14, 1780.

HITS, Abesburg, at Dangledt, op. Mor. 25, 1763 [bp. Mor.

Bathlah, d. Mossa, bp. Feb. 14, 1768.

Daniel, a. Daniel, hp. Dan 1; 1/51.

Mindada, d. Nath and I be. Dec. 5, 1788,

Firts, Jeremiah, s. Nath[anie]l, bp. June 16, 1782. John, s. Aaron, bp. June 29, 1783. Molly, d. Aaron, bp. Feb. 24, 1782. Nabby, d. Aaron, bp. Apr. 17, 1774. Solomon, s. Daniel, bp. Mar. 18, 1764.

FOSTER, Nath[anie]l Clark, s. W[illia]w, bp. Dec. 5, 1756. [bp. Nov. 21. T. R.]
Rebecca, d. W[illia]m, bp. July 1, 1753.
Susannah, d. Jonathan, bp. Oct. 10, 1773.

FOWLER, James, s. Jos[eph], bp. Jan. 10, 1762. Mary, d. Jos[cph], jr., bp. Sept. 5, 1756.

FREEMAN, John, s. Peter, bp. July 29, 1759. Lydia, d. Peter, bp. June 29, 1755. [bp. June 28. T. R.] Peter, s. Peter, bp. Oct. 20, 1751. Peter, s. Peter, bp. June 26, 1757. [bp. June 25. T. R.]

FULLAR (see also Fuller), Enoch Perkins, s. Nath[anie]l, bp. May 13, 1804.

FULLER (see also Fullar), Elizabeth, d. Nath[anie]l and Hannah, bp. Oct. 4, 1789.

Hannah, d. Nath[anie]l and Hannah, bp. Oct. 4, 1789.

John Perkins, s. Nath[anie]l, bp. May 9, 1802.

Mary, d. Nath[anie]l, bp. May 25, 1800.

Rebekah, d. Nath[anie]l, bp. July 1, 1798.

Sarah, d. Nath[anie]l and Hannah, bp. Oct. 4, 1789.

Susannah, d. Nath[anie]l, bp. Mar. 27, 1796.

—, d. Nath[anie]l, b. Nov. —, 1786.

GALLOWAY, Anna, d. Jona[than], bp. Aug. 21, 1774. Daniel, s. Jonath[a]n, bp. May 17, 1772. Lydia, d. W[illa]m, bp. Nov. 6, 1772. Lydia, d. Jonathan, bp. Oct. 9, 1774. Samuel, s. Jona[than], bp. Dec. 11, 1768. William, s. Jona[than] [William. T. R.], bp. Nov. 5, 1758. William, s. Will[ia]m, bp. Jan. —, 1771.

GIDDING (see also Giddings), Joseph, s. Solomon, bp. July 28, 1771.

Joseph, s. Solomon, jr., bp. Aug. 28, 1774.

GIDDINGS (see also Gidding, Giddins), Joseph, s. Solomon, jr., bp. Aug. 16, 1772

First, Jesembli, x Nathfamiell, bp. Jane 18, 1752.
John, a Aaron, bp. June 29, 1755.
Melly, d. Aaron, bp. Peb, 24, 1783.
Nabby, d. Aaron, bp. Apr. 17, 1774.
Selomon, x, Dabrd, bp. Mar. 15, 1774.

POSTER, Nath (ask) Chart, a William, by Dea S, 1730, or Rebector, of William, by 240 1, 1753.

POWING, James & Joseph], bp. Jac. 10, 1762 Marr, d. Jan'eyd), pr. bp. bept 6, 1756.

FRHEMAN, John, a Person by July 29, 1750, and Light and Light a maj Peter, a Peter, by June 20, 1751, [hip June 25 m m.] Peter, a Peter, by June 25, 1751, [hip June 25, m m.]

FULLER (see also Puller), Engels Perkins, a Nach [ant] ha

PULLER (see also Indeed, Enradade de Mathieute aud

Hancol, d. Nathjesieff and Hancal, bp. 900. 4, 1500.
John Pertins, a Year leade II, bp. May. 9, 1800.
Marry d. Nathjesieff you flan 25, 1800.
Sweek, d. Nathjesieff and Hancal, pp. 900. 4, 1783.
Sweek, d. Nathjesieff and Hancal, pp. 900. 4, 1783.
Sweeten, d. Nathjesieff had Hancal, pp. 1790.

GHDDING (see also Giddings), Juseph, s. Solomen, bp. daily 28, 1771.

Clarifica the Gilding, Gilding, Jeneph, a Solomon, it, by, Ang. 16, 1712. GIDDINS (see also Giddings), Anice, d. Solomon, bp. May 9, 1784.

GLASIER (see also Glazier), Edmund Heard, s. twin, Benjamin, bp. June 6, 1802.
Elisabeth, d. Daniel, bp. July 10, 1796.
Elisabeth Osgood, d. twin, Benjamin, bp. June 6, 1802.
Eliza, d. John, bp. Oct. 16, 1803.
Eliza[beth], d. Benja[min], bp. Nov. 6, 1768.
Hannah, d. John, bp. Dec. 27, 1801.
Lucy, d. Benja[min], bp. Oct. 3, 1773.
Lydia Hovey, d. Benjamin, bp. Aug. 21, 1803.
Polly, d. Daniel, bp. Apr. 12, 1795.

GLAZIER (see also Glasier), Joanna, d. John, bp. June 2, 1799.

John, s. John, bp. Mar. 30, 1800. Sally, d. John, bp. June 2, 1799. William, s. John, bp. May 21, 1774.

GOLD (see also Gould), Tho[ma]s, s. Major, bp. July 18, 1756. [bp. July 11. T. R.]

GOLDSMITH, Tho[ma]s, s. John, bp. Oct. 25, 1772.

GOODHUE, Aaron, s. Aaron, bp. Apr. 20, 1794. Abagail, d. Aaron, bp. Apr. 28, 1805. Abner, s. John, bp. Jan. 31, 1762. Betsey, d. Ebenezer, bp. Nov. 20, 1785. Daniel, s. John, bp. Aug. 28, 1769. [bp. Aug. 27. T. R.] Daniel, s. Daniel, bp. [bet. Oct. 9 and Nov. 5], 1774. Elizabeth, d. Eben[eze]r, bp. Apr. 5, 1789. Ephraim, s. twin, John, jr., bp. Aug. 3, 1783. Isaac, s. John and Mary, bp. June 10, 1781. John, s. John, bp. Mar. 13, 1774. Manasseh, s. twin, John, jr., bp. Aug. 3, 1783. Martha, d. Nath [anie] l, bp. Feb. 8, 1756. Moses, s. Aaron, bp. Sept. 16, 1798. Polly, d. John, jr., bp. June 5, 1785. Polly, d. Aaron and Mary, bp. May 17, 1789. Sarah, d. Ebenezer and Sarah, bp. Sept. 8, 1782. Thomas, s. John, jr., bp. Feb. 14, 1780.

GOULD (see also Gold), Abigail, d. Major, bp. Jan. 3, 1773. Daniel, s. Thomas and Ruth, bp. Nov. 30, 1800.

GEDDINS (see also fieldings), Anies, d. Solomon, bp. May 9,

GLASHIR (see also Glavier), Edmand Heard, a tota, Benjamin, by, June 6, 1802.

Blanborte, & Daniel, by: July 10, 1798.

Elizabeth Osmeod, d. tweet, Dentamin, by, June 6, 1802.

Mirs, d. John, bp. Cot. 10, 1801.

Eliza[lech] d. Bergalama, in Nov. 6, 1768

Hamman, & John, 10, 190, 27, 1801.

Lucy; d. Benjay mm , up. 10th. S. 177

Lydia Hovey, d. Benjamin, bp. Anc. 21, 1203

Pally, d. Damiel, bp. Apr. 42, 1795.

CLATTER (see also Glovier), Joseph, d. John, bp. Jone 2,

John, a John by Nas. 30, 1800.

Bally, d. John, by Jone 3, 1881.

GOLD (see also Gould), Two man, a Major, bp. July 18, 1750

at the same of the

COLDSHITS, The man a dobn, bp. Oct. 15, 1772

COODHUE, Auron, a Asron, by Apr. 20, 17341

Actor to any of the state of th

Betseen d. Ebenezen but Mov. 20, 1785

Daniel, a. John, op Aug. 28, 1760. (hp. 1819. 27, 2. a.)

Daniel, s. Daniel, bp. [ber. fort, 9 and buy, 9

Elizabeth, d. Ebenfredly, by Apr. 5, 1789.

Ephraim, s. bwin, John, at. by Apr. 3, 118

Lists of the end Mary be June 10, 1781.

John, a. John, bp. Mar. 18, 1114.

Manusab, s. twin, John, Jr., 50. Aug. 3, 1785

Marchay d. Nach [mis] h. hp. Sab S. 17

Mozes, s. Aaron, op. Sept. 1d. 1798

Polly, d. John, jr., bp. Jone 5, 1785.

Polly, d. Aaron and Mary, hp. Mary 17, 1789.

Sarah, d. Elemener and Sarah, bp. Sept. S.

Thomas, s. John, ir., bp. Feb. 14, 1780.

COULD (see also Gold), Abicall, d. Major, hp. Jan. 3, 1872. Daniel, s. Thomas and Ruth, hp. Mov. 30, 1800. Gould, Elisabeth, d. Thomas, bp. Apr. 24, 1803.
Elisha, s. Maj[o]r, jr., bp. Feb. 17, 1765. [bp. Feb. 10. T. R.]
Elisha, s. Elisha and Rebeckah, bp. Nov. 7, 1779.
Elizabeth, d. Thomas and Ruth, bp. Nov. 30, 1800.
Sarah, d. Thomas, bp. Nov. 30, 1800.
Thomas, s. Thomas, bp. Nov. 30, 1800.
William, s. Maj[o]r, jr., bp. July 3, 1763.

GRAVES, Moses, s. John, jr., bp. May 14, 1769. [bp. May 7.
T. R.]
Moses, s. wid. Deborah, bp. July 26, 1795.

GREEN, Benjamin, s. Benjamin, bp. Sept. 1, 1805. Lucy, d. Benj[ami]n and Lydia, bp. May 12, 1799. Mary Ann, d. Benjamin, bp. Aug. 21, 1803. Susannah, d. Ben[jami]n, bp. May 10, 1801.

HALE, Joseph, s. Joseph, bp. Sept. 2, 1804.

HARRIS, Abraham Lord, s. John, 3d, bp. Jan. 11, 1789.

Eliza[beth], d. John, 5th, bp. Jan. 8, 1764.

Elizabeth, d. John, bp. Aug. 24, 1783.

John, s. John, 4th [3d. T. E.], bp. Dec. 8, 1771.

Joseph, s. John, 3d, bp. Dec. 12, 1779.

Joseph, s. Abner and E[li]sabeth, bp. July 18, 1802.

Mary, d. Moses, bp. Apr. 25, 1762.

Mary, d. John, bp. Jan. 29, 1774.

Mary Smith, d. Abner, bp. May 6, 1804.

Nath[anie]l, s. John, 3d, bp. Aug. 3, 1755.

Richard, s. Will[ia]m, deceased, and Sarah, bp. Apr. 6, 1760.

[bp. Apr. 16. T. R.]

Sarah, d. John, bp. May 5, 1771.

Susannah, d. John, 3d, bp. Dec. 11, 1785.

Will[ia]m, s. John, 3d [William, 3d. T. R.], bp. Sept. 7, 1760.

William, s. John, bp. Nov. 5, 1774.

HASKEL (see also Haskell), Jonathan, s. Mark, bp. July 18, 1784.

Mark, s. Mark, 3d, bp. Apr. 17, 1774.

HASKELL (see also Haskel), Hannah, d. Mark, 3d, bp. Oct. 25, 1772.

HEARD (see also Herd), Daniel, s. Nath[anie]l, jr., bp. May 8, 1791.
Joanna, d. John, jr. and Elizabeth Anna, bp. Aug. 21, 1768.

Goven, Elisabeth, & Thomas, bp. Apr. 24, 1202.
Klisha, a. Majfolt, ir. 5p. Fab. 17, 1763. (up. 1 ab. 10. z. a.)
Elisha, a. Elisha and Rebeshab, bp. Nov. 7, 1773.
Elisabeth, d. Thomas and Hath, bp. Nov. 30, 1800.
Estab, d. Thomas, bp. Nov. 30, 1800.
Thomas, a. Thomas, bp. Nov. 30, 1800.
William, a. Majjoje, jr., bp. July 3, 1763.

GRAVES, Moses, a John, jr., bp. May 16, 1700. [bp. May T.

CREEK, Benjamin, a Benjamin, by Sept. 1, 1805. Lucy, d. Benjamila and Lydis, bn. May 12, 1700. Mary Ann, d. Benjamin, bn. Aug. 41, 1808. Susaminh, d. Benjamin, bp. Aug. 41, 1808.

HALE, Joseph, a. Joseph, by. Seph 2, 1804.

HARRIS, Abrabam Lord, a John, 31, he Jan, 11, 1782. Sinne both], d. John, 5th bu Jan & 1764. Flirabeth, d. John, bp. Aug. 34, 1766. John, a John, 4th fild w. m., in Dec 8, 1771.

Joseph, e. Almer and life furbeth, bp. July 18, 1892.

Mary, d. John, ber Jan. 25, 1714.

blary Smith, d. Almer, bg. May 6, 1806.

Nath(anie)), s. John, M., dendard, and Sarah, by, Apr. 0, 1760.

Surab, d. dobn, fm 21av 5, 1771.

Susanish, d. John, M. by Dec H. 1785.

William, s. John, by Now 5, 1114

HASER! (see also Hashell), Jounthuo, a Mark, bp. July 18,

Mark, a. Mark, 3d, bp. Apr. 17, 1774.

HASKHIL (see also Haskel), Hannah, d. Mark, 3d, bp. Oct. 25, 1772.

HARD (see also Herd), Daniel, c. Nath[anie], jc., bp. May 8, 1791.

HEARD, Joanna, d. Nath aniell, jr., bp. May 17, 1795. John, s. John, jr., bp. Jan. 11, 1784. John, s. Nathanael, jr. and Susannah, bp. Feb. 6, 1785. Joseph, s. Samuel, bp. Jan. 9, 1757. Joseph, s. Daniel, jr., bp. May 23, 1763. Joseph, s. Nath [anie]l, jr., bp. Oct. 13, 1799. Lucy, d. John, jr., bp. Sept. 9, 1781. Martha, d. John, jr. and Martha, bp. Oct. 14, 1770. [bp. Oct. 15. T. R.] Mary, d. Nath [anie]1, jr., bp. Mar. 17, 1793. Nathanael, s. Nathanael, jr. and Susannah, bp. Feb. 6, 1785. Nathanael, s. John, jr., bp. Mar. 5, 1786. Robert, s. Nath [anie]l, jr., bp. Feb. 19, 1786. Susannah, d. Daniel, jr., bp. Mar. 1, 1767. Susannah, d. Nath aniell, jr., bp. June 14, 1789. Tamasin, d. Nath aniell, bp. Aug. 31, 1760. [bp. Aug. 17. T. R. Unice, d. Edmund, bp. Sept. 16, 1759. William, s. John, jr., bp. Jan. 4, 1789. William, s. Nath [anie], jr., bp. Aug. 23, 1801.

HENDERSON, Abigail, d. Tho[ma]s, bp. Aug. 23, 1767. Benj[ami]n, s. Thomas, bp. May 21, 1786.

John, s. John, bp. Aug. 21, 1774.

Joseph, s. Thomas, bp. Sept. 23, 1781.

Lucy, d. Tho[ma]s [John, jr. T. R.], bp. Nov. 17, 1765.

Margarett, d. Samuel, bp. Oct. 1, 1769.

Samuel, s. Sam[ue]l, bp. Nov. 6, 1772.

Tho[ma]s, s. Tho[ma]s, bp. Aug. 16, 1772.

William, s. Thomas, bp. Sept. 5, 1790.

HERD (see also Heard), Eliza[beth], d. Sam[ue]l, bp. Dec. 30, 1750. [bp. Dec. 29. T. R.]
Mary, d. Daniel, bp. July 16, 1749. [bp. July 9. T. R.]

HODGEKINS (see also Hodgkins), Will[ia]m, s. John, bp. Aug. 21, 1762.

HODGKINS (see also Hodgekins), Abigail, d. John, 5th and Abigail, bp. Aug. 20, 1780.

Abraham, s. John, bp. Apr. 29, 1751. [bp. Apr. 28. T. R.]

Benja[min], s. Joseph, bp. Sept. 7, 1766.

Benjamin, s. John, 4th, bp. Oct. 23, 1785.

Bethiah, d. Tho[ma]s, 3d [4th. T. R.] bp. Dec. 31, 1758.

Clarissa, d. John, 3d, bp. Feb. 2, 1794.

HEARD, A. John, & Nathanish, in, by May 17, 1785. John, a. John, is, be deen 11, 1784. John, S. Nathannel, is and Susannel, be Feb a fran

oseph, a Samuel, bp. Jea. S. 1757.

Joseph, c. Danisi, jr., hpc May 23, 1763.

Joseph, at Main aniell fe, by Oct 12, 1799.

Magrice, d. John, jr. and Mariba, by Oor 14, 1770. [bp. Oo

Mary, d. Nath (activity, in., bu. Mar. 17, 1793;

Nathannel, at Nathanal, to and Seatman, by Feb. 6, 1785. Nathannel, a John, fr., op., Mar. & 1726.

TI OF Met od at Heles has No Tob OF

Sursangel, d. Nath oning L. fc., bu. June 14, 1750

Tamesto, d Nathlaniah by Apr. 31, 1700. [hp. Aug. 17.

Unice, d. Edmond, by Sept. 16, 1769.
William, a. John, p., hp. Jan. 4, 1789.
William

BENDERSON, Anigal, d. The mais, bp. Aug. 23, 1767.
Rend amin. s. Thomas, bp. 31s, 24, 1768.
Joseph, s. Thomas, bp. 84pt. 23, 1771.
Joseph, s. Thomas, bp. 84pt. 23, 1781.
Luny, d. Thol mais [John, p. r. m.]; bp. Nov. 17, 1765.
Margareth, d. Samuel, bp. Occ. 1, 1763.
Samuel, s. Sami nell, bp. Mor. 6, 1772.

Thought a Thought be. Ang. to. 172.

HERD (see also Beard), Miralisth] & Sam[uo]l, bp. Dec. 30, 1750. [bp. Dec. 23 v. sr]
Mary, c. Daniel, bm. July 16, 1750. [bp. July 2 s. s.]

HODGHKINS (see also Hodgkins), Will[is]m, a John, by. Aug. 21, 1762.

HODGEIMS (see also Modgestins), Abigail, d. John, 5th and Abigail, bp. Aug. 20, 1780.

Abraham, s. John, bp. Apr. 29, 1751. [bp. Apr. 28. z. z.]
Beoja[min], s. Joseph, bp. Sept. 7, 1766.

Benjamin, s. John, 4th, bp. Oct. 27, 1785.

Bethiah, d. Thoj me le, 3d [4th, r. n.] bp. Dec. 31, 1753. Clarisca, d. John, 3d, bp. Peb. 3, 1794. Hodgkins, Daniel, s. Capt. Tho[ma]s, jr., bp. Nov. 9, 1788. David, s. David and Mary, bp. July 14, 1799. Edward, s. John, jr., bp. June 23, 1799.

Eliza[beth], d. Steph[en], bp. Apr. 29, 1751. [bp. Apr. 28.

T. R. Eliza[beth], d. John, 4th, bp. Aug. 8, 1773. Frances, d. Willsiam, bp. Aug. 14, 1757. Joanna, d. Thosmals, bp. Apr. 30, 1786. John, s. John, 4th, bp. Oct. 3, 1756. John, s. Tho[ma]s, bp. Jan. 29, 1774. Joseph, s. John [Joseph. T. R.], bp. Aug. 21, 1768. Judith, d. Ezek[iel], bp. Feb. 4, 1749 [-50. bp. Feb. 3. T. R.]

Margaret, d. Steph[en], bp. June 29, 1755. [bp. June 28. T. R. Mary, d. John, jr., bp. July 4, 1790. Mary, d. John, 4th, bp. July 4, 1790. Moses, s. wid. Eliza[beth], bp. June 8, 1760. Sally, d. Thomas, bp. July 4, 1784.

Samuel, s. W[illia]m, bp. Aug. 5, 1759.

Stephen, s. Tho[ma]s, jr. [3d. T. R.], bp. Apr. 4, 1762. Tho[ma]s, s. John, jr. [3d. T. R.], bp. Mar. 5, 1758. Tho[ma]s, s. John, jr. [4th. T. R.], bp. June 1, 1760. Unis, d. John, bp. Apr. 30, 1758. [bp. May 7. T. R.] William, s. Samuel, bp. Dec. 11, 1759.

William, s. Thomas, bp. Feb. 24, 1782.

W[illia]m Harris, s. Steph[en], bp. Aug. 6, 1749. [bp. July 30. T. R.]

HOLLAND, Daniel, s. John, jr., bp. June 13, 1773. Eliza [beth], d. Jos [eph], bp. June 2, 1771. John, s. John, jr. and Mary, bp. Dec. 9, 1769. Lucy, d. John, bp. Nov. 30, 1783. Samuel, s. John, bp. Sept. 19, 1779. Sarah, d. John, bp. Nov. 4, 1781.

HOLMES, Sarah, d. John, bp. June 10, 1759.

HOVEY, Eunice, d. Capt. Joseph, bp. Mar. 23, 1788. George Lewis, s. Francis, bp. Aug. 5, 1804. Hannah, d. John, deceased, and Eliza[beth], bp. Dec. 5, 1762. Hannah, d. Francis, bp. Jan. 16, 1774. John Holmes, s. Joseph, bp. Feb. 27, 1791. Lydia, d. Joseph, bp. Aug. 28, 1774. Sally, d. Ebenezer, bp. Sept. 4, 1785. Tho[ma]s Lewis, s. Francis [Tho[ma]s. T. R.], bp. Aug. 9, 1772.

Hornards, Daniel, & Capt Photosis, je., bp: Nov. 5, 1788. David, a David and Mary, bp. July 14, 1709. Mrward, & John, is, bo. July 13, 1709.

Emafbeth & Stephyon), by Apr. 29, 1731. [bp. Apr. 28.

Hardwork of Williams, Arb. Mp. Aug. S. 1775.

John, sealohn, 4th, be. Om S. 1756.

John, s. Tholmele, bp. Jon. 29, 1774.

Jereph a John (Joseph. v. a.], bp. Aug. 21, 1768.

Judich, d frestist, bp. Feb & 1749 [50. bp. Feb S. r. n.] Margaret, d. Supilier), bp. June 28, 1765, [bp. June 28.

Mary d John Jo, be July & 1190.

Mary, & John, tth. Ip. July 4, 1700.

Moses, s. wid. Elizatheth l. bp. Jane 8, 1760

Bally d Thomas, by July 4, 1784

Samuel, s. William, by. Aug. 5, 1750.

Stephen, a. Tholombia in [3d, r. a.], Mp. Apr. 4, 1762.

The [ma]s, a. Jeha, in [46h; r. n.] hip. June 1, 1760.

Unia, d. John, by. Apr. 89, 1758. [bp. May T. T. R.]

William, a. Samuel, op. Dec. 11, 1732.

William Harris a Stephien), by Aug. 6, 1749. [bp. July

HOLLAND, Daniel at Juba, in ing Jone 18, 1773.
Eliza[beth], d. Joseph by June 2, 1771.
John, a John, it. and Mars, bp. Dec. 9, 1769.
Lucy, d. John, bp. Nov. 30, 1783.
Esmuel, a John, bp. Nov. 30, 1783.
Sambl, d. John, bp. Nov. 4, 1781.

HOLMES, Serab, & John, bp. Jane 10, 1759

HOVEY, Eurice, d. Cape. Jercepi., bp. Mar. 23, 1758.
George Lewis, a Francis, bp. Aug. 5, 1804.
Hannelt, d. John, deceased, and Elizafeeth], bp. Dec. 5, 1762.
Hannelt, d. Frances, bp. day. (C. 1774.

John Holmes, a doseph, bp 171 179

Dydia, d. Joseph, ep. Aug. 21 1114

Thought Lowis, a brancis (Troposta v. m.), bp. Aug. S.

HUSE, Enoch, s. Enoch, bp. Jan. 15, 1761. [bp. Jan. 18. T. R.]

INGERSOL (see also Ingolson), Daniel, s. Jonathan, bp. May 20, 1781.

INGOLSON (see also Ingersol), Jona[than], s. Jona[than], bp. Dec. 18, 1774.

JEWET (see also Jewett), Daniel, s. John Coles, bp. Dec. 17, 1780.

JEWETT (see also Jewet), Aaron, s. John Coles, bp. May 20, 1787.

Elizabeth, d. Dummer, bp. Mar. 25, 1764.

Eliza[beth], d. John Coles, bp. July 22, 1770. [bp. July 15. r. R.]

Mary, d. George, deceased, grandd. wid. Martha, bp. Aug. 3, 1800.

Samuel, s. John Coles, bp. Oct. 10, 1784. Sarah, d. John Coles, bp. June 9, 1782. Stephen, s. John Coles, bp. Mar. 13, 1774.

JONES, Abigail, d. Thomas, bp. Aug. 5, 1792.

Elizabeth, d. Thomas, bp. Mar. 12, 1786.

Eunice, d. Thomas, bp. Sept. 1, 1793.

John, s. Thomas, bp. Jan. 18, 1784.

John Smith, s. Thomas, bp. June 1, 1788.

William, s. Thomas, bp. Oct. 3, 1790.

Wil[lia]m Harris, s. Nath[anie]l, bp. Aug. 9, 1772. [bp. Aug. 2. T. R.]

William Harris, s. Nath[anie]l, bp. Dec. 26, 1773.

KENDAL (see also Kendall), Elisabeth, d. Capt. Ephraim, bp. June 10, 1781.

KENDALL (see also Kendal, Kindall), Harriot, d. Ephraim,
bp. July 2, 1786.
Ruth, d. Capt. Ephr[ai]m, bp. Jan. 18, 1784.

Samuel, s. Capt. Ephraim, bp. Aug. 4, 1788.

KIMBAL (see also Kimball), Nathaniel, s. Aaron, jr., bp. May 4, 1783.

Sarah, d. Ebenezer, bp. Dec. 8, 1782.

HUSE, Esselva Parch by Jan 15, 1761. [by Jan 18, v. s.]

INGERECE. (see also legoleon), Doniel, a. Josephus, bp. May 20, 1781

INCOLSON (see also Incornol), donn(blend, s. donn(theu), by

JEWEI (see also Jewett), Daniel, s. John Odes, bp. Dec. 17, 1780.

JEWETT (see also Jewet), Asron, s. Julin Coles, by. May 28,

sabete, d. Dummer, bo, Mar. 25, 1764.

Efratbeth), d. Join Coles, by July 22, 1770. (bp. July 18.

Mary, d. Beorge, deceased, grands wid. Martin, by. Aug. 3,

Samuel, a. John Coles, bp. Oct. 10, 1754 Samb, d. John Coles, bp. John B, 1752.

JONES, Abigail, d. Thômes, bp. Aug. S. 1732.
Edinabeth, d. Thomes, bp. Mar. 12, 1786.
Equies, d. Thomes bp. Jan. 18, 1793.
John, s. Thomes, bp. Jan. 18, 1784.
John Smith, s. Thomes, bp. June 1, 1788.
William, s. Thomes, bp. Oct. 3, 1790.

ventiled Herris, a Nath aniell, bu. Dec. 26, 1773.

EEMDAL (see also Mendall), Elizabeth, d. Capt. Ephealm.

KENDALL (see also Kendal, Kindall), Harriot, d. Ephraim, bp. July 2, 1730.

Buth, d. Capt. Ephriaifm, bp. Jan. 15, 1784. Samuel, s. Capt. Ephreim, bp. Aug. 4, 1788.

KIMBAL (see also Klubell), Nathaviel, s. Asron, jr., bp. May 8, 1788.

Sarah, d. Ebenezer, bp. Dec. S, 1762.

KIMBALL (see also Kimbal, Kimbill), Aaron, s. Aaron, jr., and Hannah, bp. Mar. 25, 1781.

Aron, s. Richard, bp. July 24, 1774.

Daniel, s. Aaron, bp. Sept. 30, 1759.

Ebenjeze]r, s. Tho[ma]s, bp. Aug. 12, 1764.

Ebenezer, s. Eben [eze]r, jr. and Sarah, bp. June 21, 1789.

Eben[eze]r, s. Aaron, bp. Apr. 8, 1792.

Hannah, d. Aaron, jr., bp. June 26, 1785.

Hannah, d. Jacob, bp. June 22, 1794.

Jacob, s. Benja[min], bp. Feb. 22, 1767. Jacob, s. Jacob, bp. Dec. 24, 1797.

James Staniford, s. Capt. Thomas and Sarah, bp. June 23, 1805.

John, s. Eben[eze]r, jr., bp. Aug. 3, 1800.

John, s. Jacob, bp. Dec. 14, 1800.

Joseph, s. Richard, bp. July 18, 1784.

Joseph, s. Ebenezer and Sarah, bp. June 8, 1794.

Lucy, d. twin, Richard, bp. Sept. 15, 1782.

Lydia, d. Benja[min], bp. Mar. 21, 1762.

Mark, s. Ebenezer, jr., bp. June 10, 1798.

Mary, d. Jacob, bp. Feb. 22, 1795.

Moses, s. Jos[eph], bp. May 24, 1761. Moses, s. Eben[eze]r, jr. and Sarah, bp. June 21, 1789.

Nathaniel Holland, s. Jacob, bp. June 22, 1794.

Polly, d. twin, Richard, bp. Sept. 15, 1782.

Rebecca, d. Moses, bp. Feb. 19, 1758.

Rebeckah, d. Ebensezelr, bp. Oct. 10, 1802.

Robert, s. Aaron, bp. Apr. 25, 1790.

Sarah, d. Aaron, jr., bp. May 18, 1788.

Sarah, d. Eben[eze]r and Sarah, bp. Sept. 20, 1789.

Stephen, s. Eben[eze]r, jr., bp. Aug. 28, 1796. Susannah, d. Eben[eze]r, bp. Nov. 24, 1771.

Thomas, s. Eben eze r, jr. and Sarah, bp. June 21, 1789.

William, s. Tho[ma]s, bp. Nov. 21, 1762.

William, s. Eben [eze]r, jr., bp. Apr. 22, 1792.

KIMBILL (see also Kimball), —, ch. Thomas, b. Sept. -, 1787.

KINDALL (see also Kendall), Elizabeth, d. twin, Jacob, bp. Oct. 9, 1804.

Salome, d. twin, Jacob, bp. Oct. 8, 1804.

KINSMAN, Farley, s. Moses and Lucy, b. Nov. 18, 1790. P. R. 121.

Hannah, d. Pelatiah, bp. Aug. 25, 1764.

KIMBALL (see also Kimbal, Kimbilli, Azem, a. Asem, jr., and Hannab, bp. Mar. 25, 1781.

Aroi. a. Richard, bp. Mar. 25, 1781.
Deniel, a. Azem, bp. Supr. 30, 1132.
Ebenjerejt, a. Thojmejs, bp. Ang. 12, 1765.
Ebenjerejt, a. Atenda, jr., bp. Apr. 8, 1792.
Hannak, d. Azem, bp. Apr. 8, 1792.
Hannak, d. Azem, bp. Apr. 8, 1792.
Janob, a. Benjejmin jr., bp. June 26, 1786.
Janob, a. Henjejmin jr., bp. Feb. 27, 1767.
Janob, a. Janob, bp. Den. 24, 1797.

Jobn, s. Ebenjerej, jr., bp. Aus. 5, 1800.

Joseph, a. Richard, up. Jary 16, 1784.

Joseph, a. Richard, up. Jary 16, 1784.

Looy, d. rwin, Richard, up. Sept. 15, 1782.

Lydis, G. Benjej minj, up. Mar. 21, 1762.

Mary, d. Jacob, up. Yeb. 22, 1763.

Mary, d. Jacob, up. Yeb. 22, 1763.

Moses, s. Ebenjewel, ip. May 24, 1763.

Moses, s. Ebenjewel, ip. May 24, 1764.

Nathaniel Holland, s. Jacob, up. Japa 21, 1782.

Polly, d. twin, Richard, up. Sept. 15, 1763.

Rebecksh, d. Ebenjewel, up. Feb. 13, 1763.

Robert, s. Asron, pr. bp. May 14, 1763.

Robert, s. Asron, pr. bp. May 18, 1753.

Sarah, d. Ebenjewel, up. May 18, 1753.

Sarah, d. Ebenjewel, up. May 18, 1753.

Stephen, s. Ebenjewel, up. May 18, 1753.

Stephen, s. Ebenjewel, up. May 18, 1753.

Stephen, s. Ebenjewel, up. May 18, 1753.

Thomas, s. Ebenjewel, up. May 24, 1771.

Stephen, s. Ebenjewel, up. May 24, 1771.

Thomas, s. Ebenjewel, up. May 23, 1752.

William, s. Ebenjewel, up. May 23, 1752.

William, s. Ebenjewel, up. May 23, 1752.

William, s. Ebenjewel, up. May 21, 1762.

William, s. Ebenjewel, up. May 23, 1752.

William, s. Ebenjewel, up. May 23, 1752.

KIMBIL (see also Kimball), on Thomas h Sept. - 1181

Elizabeth, (see also Kendull), Elizabeth, d. twin, Jacob, by Ont. 9, 1804.

Salome, d. twin, Jacob, bg. Oct. 8, 1904.

KINSMAN, Figley, a Messand Long, b Nov. 16, 1790. r. s.

Hannah, d. Pelattab, bp. Aug. 25, 1764;

KNOLTON (see also Knowlton), Margarett, d. Tho[ma]s, bp. Oct. 29, 1758.

KNOWLTON (see also Knolton), Asa, s. Nehemiah and Martha, b. Aug. 5, 1777. p. R. 123.

Benjamin, s. Nehemiah and Martha, b. Sept. 18, 1781. P. R. 123.

Charles, s. Nehemiah and Martha, b. Oct. 4, 1789. P. R. 123. Elizabeth, d. Tho[ma]s, bp. Sept. 8, 1771.

Jacob, s. Tho[ma]s, bp. Nov. 28, 1762.

Josiah, s. Nehemiah and Martha, b. Aug. 12, 1784. P. R. 123. Martha, d. Nehemiah and Martha, b. Nov. 9, 1779. P. R. 123. Nehemiah,s. Nehemiah and Martha, b. Aug. 10, 1775. P.R. 123. Sarah, d. Abraham, jr., bp. Mar. 17, 1765.

LAKEMAN, Deborah, d. Jona[than], bp. Nov. 19, 1769. Eliz[abeth], d. John, bp. Aug. 1, 1773. Hannah, d. Joseph, bp. July 19, 1761. Hannah, d. Tho[ma]s, bp. Oct. 7, 1764. Hannah, d. Eben[eze]r, bp. Oct. 21, 1781. John, s. John, jr., bp. Dec. 27, 1761. Mary, d. Daniel, bp. July 2, 1749. Mary, d. John, jr., bp. Sept. 25, 1763. Sarah, d. Rich[ar]d, jr., bp. Sept. 28, 1760. Susannah, d. Jos[eph], bp. Sept. 30, 1759. William, s. John, jr., bp. Nov. 23, 1766. —, ch. John, jr., bp. Oct. —, 1763. —, ch. Daniel, b. Sept. —, 1787.

LANE, Abigail, d. Zebulun, bp. Jan. 1, 1769.

LEATHERLAND, —, s. W[illia]m, b. —, 1788.

Le FAVER, Joseph, s. Joseph, bp. June 22, 1794. Nathaniel, s. Joseph, bp. June 22, 1794. Lydia, d. Joseph, bp. June 22, 1794.

LORD, Aaron Perkins, s. John, jr., bp. Feb. 2, 1795. Abel, s. Joseph, bp. Aug. 2, 1795. Abigail, d. John, bp. May 31, 1772. Abigail, d. Nath[anie]l, 3d, bp. May 8, 1791. Abigail, d. Moses, jr., bp. Nov. 21, 1802. Ammi, s. Nath[anie]l, 3d, bp. May 11, 1794. Andrew, s. Daniel, jr., bp. Feb. 14, 1796.

(To be continued)

ENGLICH (see also Knowless), Margarett, d. Tho[ma]s, be-Oot. 20, 1738

KNOWLTON (see also Knotton), Am. a Nebemba and Martha, b Ang. 5, 1777. c. m. 126.

Benjamin, a Melyanish and Martha, b. Sept. 18, 1781. P. K.

Charles, a Hebresiah and Martha, b Ct. 4, 1789, r. z. 193.

Jacob, a The wals op Nov. 28, 1782

Josian, a Nebemiah and Marcha h Aug. II. 1784 r. m. 123. Marcha, d. Nebemiah and Marcha h Mov. 9, 1779, r. m. 123. Nebemiah, a Nebemiah and Marcha, h Aug. 10, 1775 r.m. 1734. Sarah, d. Abraham, jr., bp. Mar. 17, 1765

[AKPMAN, Deborah, d. Jonafebraj, op. Nov. 12, 1760.

Ellisfabeth d. Joseph, bp. Auc. i. 1773.

Hannah, d. Joseph, bp. duly 18, 1761.

Hannah, d. Thojmale, bp. Onn I. 1761.

Hannah, d. Eberjereje, bp. Onn II. 1761.

Mury, d. Daniel, bp. 1892. 27, 1761.

Miser, d. John, jr., bp. 1892. 27, 1762.

Miser, d. John, jr., bp. Sept. 28, 1760.

Sarah, d. Kiohjai M. jr., bp. Sept. 28, 1760.

William, s. John, jr., bp. Now 23, 1760.

William, s. John, jr., bp. Now 23, 1760.

William, s. John, jr., bp. Ont. —, 1763.

Oh. Joniel, b. Sept. —, 1763.

oh. Joniel, b. Sept. —, 1763.

LANE, Abigall, d. Zebmlum, hp. Jan. 1, 1769.

IRATHERLAND, & W[illia]m, b 1788.

Le PAVER, Joseph, a. Joseph, bon-June 22, 1704. Nathaniel, a. Joseph, bp. June 22, 1704. Lydia, d. Joseph, bp. June 22, 1704.

LORD, Amon Terkins, a John, ir., bp. Feb. 2, 1735.

Abel, a. Joseph, bo. Ang. 2, 1705.

Abigail, d. John, bp. May 31, 1772.

Abigail, d. Nathianiall, 24, bp. May 8, 1791.

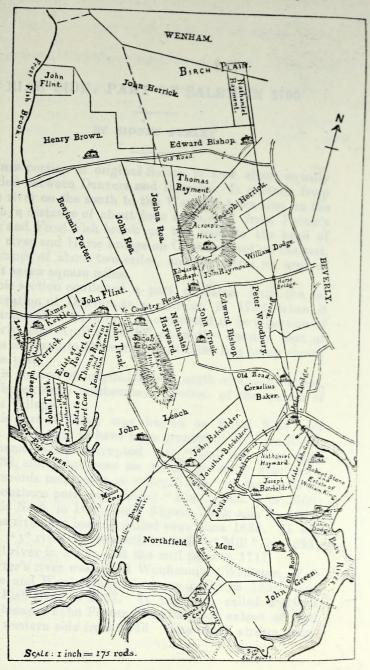
Abigail, d. Moses, ir., bp. New 21, 1802.

Ammi, a. Nathianiall, 3d. bp. May 11, 1794.

Ammi, a. Nathianiall, 3d. bp. May 11, 1794.

Andrew, a. Deniel, ir., bp. Eab. 14, 1790.

(Ta be sunivinued)



RIAL SIDE: PART OF SALEM IN 1700



BIAL SIDE: PART DE SALEM IN 1720.

RIAL SIDE: PART OF SALEM IN 1700

BY SIDNEY PERLEY

This portion of original Salem is now about equally divided between Danvers and Beverly. It extends from Bass river on the south to the Wenham town line on the north, a distance of about four miles, and from Porter's river and Frost Fish brook on the west to the head of Bass river and Horse bridge on Conant street on the east, a distance of about two miles, and comprises an area of about seven square miles.

This section continued a part of Salem until the incorporation of Danvers as a district, in 1752, when it was annexed to Beverly. It continued to be a portion of Beverly until April 27, 1857, when the western part of it was annexed to Danvers, the division line being shown

on the plan.

This portion of original Salem, north of Conant street, was the extreme northeastern portion of the parish of

Salem Village.

This part of Salem was known as Royal Side very early. It is said to have been granted to William Royal. The name became corrupted into "Riall Side" as early as 1638, and it has been so called generally ever since. The records mention it as "Royal side" as late as 1799. The southern part was called "Riall's neck" in 1650; Royalls Neck in 1657; and Royalls Neck side in 1665.

Bass river has been so called ever since 1635. It was called "ye river wen runneth towards ye Mill" in 1693;

y° mill river in 1702; and the mill pond in 1717.

Porter's river was called Wooliston's (Williston, Wollestone and Woolestone) river as early as 1635; and Frost Fish river in 1657. It was also called Porter's river, because John Porter owned a great extent of land on its western side from 1646. The small stream form-

ing the source of this river was called Frost Fish brook as early as 1637.

Barney's cove was so called as early as 1723.

Brackett's cove was so called very early.

Aunt Betty's cove was called pine cove in 1683; stoney cove in 1691; and Aunt Betty's cove in recent years.

Muddy cove was so called in 1707.

Felton's cove was so called very early. Little cove was so called as early as 1734. Long cove was so called as early as 1739.

Folly hill was called Leach's hill as early as 1673. William Burnet Browne built upon its summit a mansion house about 1741. He called the hill Mount Burnet, and the house "Browne Hall." The latter was so badly shaken by the earthquake of 1755, that it was removed. People living in the country below considered the erection of the house upon such a great elevation a folly, and when the earthquake came and shook it they were convinced that their judgment was true. From that time it has been popularly known as Folly hill. It was called the great hill in 1799.

Cherry hill was known as Long hill in 1650; as Alford's hill in 1652; and was called Cherry hill as early as

1830.

Birch plain was called Birch or Burchen plain as early as 1650.

The Leach family burial ground was in existence quite early. It is mentioned in 1799; and the oldest grave-stone in it is dated 1756.

The ancient highway running from Locust street, in Danvers, near the Rea-Fowler house eastward, crossing Burley street, on the northerly side of Cherry hill, to Trask street, in North Beverly, and thence by Cabot, Cedar and Cherry streets to Main street, in Wenham, is supposed to be very old. It can now be traveled most of its way. July 7, 1659, William Dodge and John Rayment were chosen by the selectmen of Salem "to mend the bridge & highway between frost fish Riv" and Wenham." This old road was called the highway in

¹Salem Town Records, volume 1, page 228 (printed).

ng the source of this river was called Front Tab brook as early as 1637.

Barney's cove was so called as early as 1728.

Brankett's cove was so called very early.

Aunt Betty's cove was called pine cove in 1688; stone

Muddy cove was so called in 1707.

Feitogla cove was so called very enriv.

Little gove was an called as early as 1764,

Long cove was so called an oasly as 1789.

Felly bill ress called Leach's hill as early as 1678. William Bornes Browns built upon its account a manaion house about 1741. He called the hill Mount Burnet, and the house about 1741. He called the latter was so builty shallen by the carthquake of 1755, that it was reserved about 1940; if he is the constitution of the scattler of the bouts upon such a great elevation a folly, and what the earliquake came and shook it they were one viaced that their judgment was true. From that there it has been popularly known as Folly hill. It was called the great hill in 1729.

Cherry bill was known as Long hill in 1650; as Alford's bill in 1652; and was called Charry hill as early as

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and plain was called Birch or Burchen plain as early

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The Leach Canily barried ground was to existency quite

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The nocional highway running from Locust attest, in Danvers, near the Res-Fowler house exstraint, drossing Borley street, on the northerly side of Cherry bill, to Prask street, in North Beverly, and though by Chilet Coder and Cherry streets to Main street, in Webben, is supposed to be very old. It can now be traveled and of its way, July T. 1853, William Dodge and John Hayment were chosen by the selectmen of Salem had mead the bridge at highway between frost fish Riv and Wenham!" This old road was called the highway lockers and the highway lockers the highway in

⁽beinted Town Records, volume 1, page 233 (printed).

1783; the proprietors' way that leads to Asa Brown's in 1789; the road leading from William Trask's house to Stephen Felton's house in 1791; a private way and also a

privilege way in 1814.

Conant street was there in 1637. It was called ye country highway in 1656; ye common highway or country road in 1673; ye publick road in 1714; ye main or ye country road in 1720; ye road leading to Ipswich in 1750; the highway leading through Royal side so called in 1753; Ipswich road so called in 1755; the road leading from Newbury to Boston in 1779; the road leading from Danvers to Beverly in 1792; the Ipswich road in 1799; the road leading from the North parish in Beverly to Danvers Plains in 1853; and Conant street in 1856. Horse bridge over Bass river was so called in 1660; and the bridge over Frost Fish brook is mentioned in 1753.

There was a landing place at the head of Frost Fish river; on the southerly side of Conant street, in existence before 1671. It was four rods square. James Kettle released his interest in it to Capt. John Putnam, sr., and Jonathan Putnam, husbandmen, both of Salem, April 20, 1688. The road leading down to it was not formally such until 1671, when it was laid out two rods wide. It went through the land of Jacob Barney, sr., of whom the town of Salem bought it, together with his interest in the landing place. The bounds of the landing place were established Sept. 4, 1704. In 1700, the road was called the town highway that goeth toward ye landing place. It was in use in 1774.

Elliott street is an ancient way. It was called, at Bass river, the highway in 1714; at the Conant street end it was called the way that leads from Mr. Leach's to a gate near the country road in 1733; a town way in 1740; the road or highway which leads from the corner by Ipswich road near the house of William Burley through Royal Side so called to the lower parish in Beverly in 1799; the Rial Side road so called in 1853; and Elliott street in 1855.

Essex Registry of Deeds, book 19, leaf 119. *Beverly Town Records, volume 5, page 405.

1783; the proprietors' was that leads to Ass Stown's in 1783; the road leading from William Treat's bosts to Stephen Felton's heats in 1891; a private way and also a

privilege way in 1514

Consut street was there in 1937. It was called ye country bighway in 1956; ye counted highway or some or iny road in 1974; ye main or ye country boad in 1975; ye main or ye country road in 1979; ye mail beading to familiar to familiar to familiar in 1975; the highway leading through Heyel who could head ing from Newbury to Borenia in 1975; the free head leaff in 1979; the road leaffur from the North parish in Revery to Danvers Plains in 1858; and Conact street in 1866. Howe bridge over Frost Fish break is awaitened in 1975; and the bridge over Frost Fish break is awaitened in 1975.

There was a leading place at the head of Frost Figures on the somborly side of Consul street is existence before 1871. It was from inche square, James Mettle released his interest in he to Copt John Putnam, at, and Jonathan Putnam, bushenderen, both of Salem, April 20, 1888. The road leading down to it was not formally such until 1871, when it was leed out two rate within 11 town of Salem hought is, together with his interest in the town of Salem bought is, together with his interest in the deading place. The bounds of the leading place were established Sept 4, 1704. In 1706, the road was called the town blockery that goeth toward we leading place.

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1865

East Registry of Dauls, bunds 10, leaf \$10.

The ancient road from Balch street to Aunt Betty's cove was called ye highway to stoney brook or cove in 1691; and also, in the same year, "ye highway for ye proprietors of Royall side to goe to stony Cove."

The ancient road leading from Conant street past the Trask and Baker houses to Balch street was called a lane

or by-way and a private highway in 1720.

The southern end of Burley street was laid out as a private way by the town of Beverly, following a very crooked old path from Archelaus Brown's wheat pen to the country road (Conant street) March 8, 1766.

Liberty street was laid out and the bridge over the Danvers river constructed in the spring of 1788. There was great objection made to the building of this bridge, as it was esteemed to be in opposition to the Essex bridge, between Beverly and Salem, which was being built at that time. This bridge was called Spite bridge for many years. Its location is shown by dotted parallel lines.

Bridge street was laid out and the bridge built over Bass river, with a draw in it, in 1856. Its course is

shown by dotted parallel lines.

John Cressy House. That portion of this lot of land lying southwesterly of the dashes was granted by the selectmen of Salem to Henry Skerry of Salem April 27, 1654; and he conveyed it to Abraham Read Oct. 8, 1673. Mr. Read was of Salem, husbandman, and he built a house upon the northern part of the lot. Mrs. Newman claimed that this lot belonged to her as a part of her adjacent lot, and recovered it in or before 1677. She released it to Mr. Read; and, for fifteen pounds, he conveyed the estate to John Cressy of Salem, tailor, Oct. 22, 1695.4

That part of the lot lying northerly of the dashes was the property of John Green, sr., of Salem, yeoman, March 7, 1689-90, when, for four pounds and fifteen shillings, he conveyed it to John Creasey of Salem, tailor.⁵

¹Beverly Town Records, volume 5, page 341. ²Salem Town Records, volume 1, page 177 (printed).

³Essex Registry of Deeds, book 4, leaf 149. ⁴Essex Registry of Deeds, book 11, leaf 61. ⁵Essex Registry of Deeds, book 10, leaf 31.

The ancient read from Balch street to Aunt Betty's cove in a first a stone, brook or cove in 1891; and should not the same year, " it highway for y proprietors of Kovall side to goe to stony Cove."

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Bridge street was laid one and the bridge bath, over Hass dver, with a draw in it, in 1850. Its course is

shown by dotted paradel lines

John Creeny House. That parties of this let of land lying southwesterly of the dealess was granted by the selectmen of Scient to Henry Skerry of Salem April 21, 1854,? and he conveyed it to Absaham Read Dec 3, built a house upon the northern part of the lot. Mrs. Double a house upon the northern part of the lot. Mrs. Dec 3, but at her adjacent lot, and recovered it into hadme 1677. She has adjacent is to Mr. Read; and, for fireen pounds, he conveyed the estate to John Oresey of Salem, tailon, Oct. 23, reyed the estate to John Oresey of Salem, tailon, Oct. 23, 1895.

That part of the lot lying northerly of the dashes must the property of John Green, sr., of Salam, yeoman, Morch 7, 1689-90, when for four pounds and fifteen chillenge, he conveyed it to John Creasey of Salam, usilons

Therein Reserve and a reliant throat for the Col.

East Registry of Deeds, block & leaf 1th,

Tane Registry of Deed, book 10, lest 51.

That part of the lot lying southeasterly of the dashes was the northerly portion of the sixteen acres granted to John Winthrop by the town of Salem Aug. 19, 1639.1 Mr. Winthrop gave it to his daughter Elizabeth, afterward wife of Rev. Antipas Newman of Wenham. Mr. Newman died Oct. 15, 1672; and his wife survived him and married, secondly, Zerubabel Endecott of Salem. The lot was sold to John Green of Salem, who had paid for it, but who died before a deed was delivered, and with her son John Newman, as administrators of Mr. Newman's estate, she gave a deed of it to Mr. Green's widow, Mary Green, July 31, 1691.2 For twelve pounds, Mrs. Green conveyed this southeasterly part of the lot to Mr. Creasie Aug. 1, 1691.3

The triangular portion was also a part of the estate of John Green of Salem, yeoman, who, for six pounds and four shillings in silver, with the consent of his mother Mary Green of Salem, conveyed it to Mr. Creasie March

11, 1692-3.4

Mr. Creasy died possessed of the estate in 1735, having devised the house and land to his son Daniel Creasy. Daniel Creasey was a cordwainer and lived in Andover March 1, 1737, when he conveyed, for three hundred pounds, to Joseph Cressey of Beverly, cordwainer, thirteen acres of upland and salt marsh and a dwelling house and barn thereon standing.⁵ How long the house stood is unknown, but it is said to have existed within the memory of persons now living and owned by a Foster family.

The strip of marsh between these points of upland belonged to Ralph Ellenwood, yeoman, Benjamin Ellenwood, mariner, and John Smith, mariner, all of Beverly,

in 1695 and 1700.

Estate of John Green House. The town of Salem, June 25, 1638, "granted to Mr John Winthrop Jun. liberty to set a Salt house vpon Ryalls side wth wood for his occasions about the same house, and Comon for 2 Cows to

Salem Town Records, volume 1, page 90 (printed).

²Essex Registry of Deeds, book 9, leaf 22. ²Essex Registry of Deeds, book 10, leaf 31. ⁴Essex Registry of Deeds, book 10, leaf 30. ⁵Essex Registry of Deeds, book 79, leaf 166.

That part of the lot lying anothers are granted to was the northers portion of the extern serve granted to lolm Winthrop by the sown of Salom Aug. 19, 1639.1 Winthrop gave it to his daughter Elizabeth, alterward wile of Rev. Antique Norman of Wundam. Mr. Marked of Rev. Antique Norman of Wundam. Mr. Marked him and marifed, secondally, Zorabebal Endocatt of Salom. The hot was sold to lot was sold to the fatter of Salom. The control of the Newman's but who list before a deed was delivered, and with her control of the gave a deed of it to Mr. Green's vidow, Mary Control of this southeasterly part of the lot to Mr. Green's vidow, Mr. Control Aug. 1: 1691.5

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11, 1692-8.

Mr. Creasy died pessessed of the estate in 1765, having devised the house and lead to his son Daniel Creasy. Deniel Creasy was a conswalar and lived in Anderson March 1, 1787, when he conveyed, for three handred teen acres of upland and sait marsh and a dwelling house and bern thereon exacting. How long the house still is unknown, but it is said to have existed within the memory of persons sow living and oursed by a Forcer family.

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Estate of John Green Heave. The town of Salem, June 25, 1638, * granted to Mr John Winthrop June liberty to set a Salt house your Hyalls side we wood for his sense notes about the same house, and Comon for 2 Come to

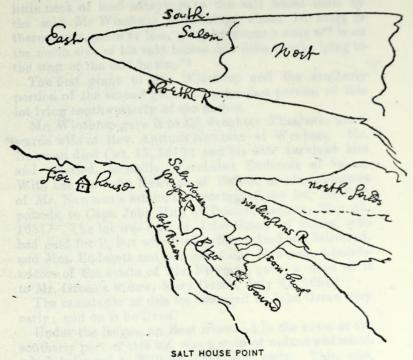
Saturn Form Records, volume 1, page 10 (printed).

Essay Kenistey of Dands, hour St. leaf 81.

Ranca Barrieter of Death, been 10, lett 30.

Essau Regulary of Derica, book W, faut 100,

pasture in." Nathaniel Pickman built a house for Mr. Winthrop on the southwestern point of this lot. "Mr. Winthrop did make improvement of a salt house there upon sa Land & kept a familie there a Considerable time", and lived there himself parts of two years at least. Robert Hebard, then about twenty-three years old, "dwelt with Mr. John Winthrop at the salthouse upon Royall



side when the lot layers laid out the land." William Bennet, then about thirty-four years old, testified that "when John Winthrope, Esqr was at ye Salt house 30 odd years past yt I haueing occasion to worke there upon Carpintry worke some times for Mr Winthrope, . . Mr Winthrope haueing a house and Family there some con-

¹Salem Town Records, volume 1, page 70 (printed).

²See papers in Records and Files of the Quarterly Courts of Essex County, volume 6, pages 244-248.

pariors in." Nathanial Pickutan built a house for Mr. Winthrop on the routhwestern reject of this lot. "Mr. Winthrop did make improvement of a salt house there upon a Land & hope a hamilts there a Considerable time", and lived there kinesil parts of two years of least. In out Habard, there about twenty times years old, wheelt with Mr. John Winthrop, at the salthease upon lingall



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[&]quot;Salem Town Becords, volume 1, page 79 (printed).
"See papers in Records and Filter of the Quarterly Courts of Keens James, volume 6, pages 244-248.

siderable time & carried on yo designe of making salt," etc. The house was probably gone before 1670. A plan of this region, made by Daniel Epps March 28, 1677, and on file in the office of the clerk of courts at Salem is re-

produced on the opposite page.

At a general town meeting, Aug. 19, 1639, the town of Salem "Graunted to John Winthrop Esq^r Junior a little neck of land adioyinge to the salt house built by the said Mr Winthrop containinge about 16 acres or thereabouts, more or less, lying betweene a coue w^{ch} is on the north side of his said howse & a little brooke lying to the west of the said howse."²

The first grant to Mr. Winthrop and the southerly portion of the second grant comprise that portion of this

lot lying southwesterly of the dashes.

Mr. Winthrop gave it to his daughter Elizabeth, afterwards wife of Rev. Antipas Newman of Wenham. Mr. Newman died Oct. 15, 1672; and his wife survived him and married, secondly, Zerubabel Endecott of Salem. With her son John Newman of Boston, as administrators of Mr. Newman's estate, she mortgaged the lot, for fifty pounds, to Capt. John Hull of Boston, esquire, May 21, 1681.³ The lot was sold to John Green of Salem, who had paid for it, but who died before a deed was delivered, and Mrs. Endecott and her son John Newman, administrators of the estate of Mr. Newman, gave a deed of it to Mr. Green's widow, Mary Green, July 31, 1691.⁴

The remainder of this lot belonged to John Green very

early; and on it he lived.

Under the ledges, on Bass river and in the cove, at the southerly part of this lot, was a strip of upland and marsh which belonged to William Dixie very early. This, also,

became a part of the Green estate.

Mr. Green died in 1690. His estate was divided Feb. 28, 1690-1, and ten acres of the salt house point was as signed to his daughter Elizabeth Green; and the remainder to his son John Green, subject to a life estate of his

2Salem Town Records, volume 1, page 90 (printed).

^{&#}x27;See papers in Records and Files of the Quarterly Courts of Essex County, volume 6, pages 244-248.

^{*}Essex Registry of Deeds, book 6, leaf 2.
*Essex Registry of Deeds, book 9, leaf 22.

siderable time & carried on p designs of making salt," oto The bonce was probably gone before 1679. A plan of this region made by Daniel Epps March 28, 1677, and on file in the office of the clerk of courts at Salem is re-

produced on the opposite page

At a general town meeting, Aug. 19, 1630, the town of Salem "Granted to John Winthrep Esq" Junior a little neek of land adjoyings to the salt house built by the said Mr Winthrep containing about 16 seres on thereabouts, more or less, lying betweene a coverse is on the north side of his said howse of a little brooks lying to the west of the said howse."

The first grant to Mr. Windstop and the southerly portlon of the second grant comprise that portlon of this

and and to virelsowidance univi to

Mr. Winthrop gave it to his daughter Elizabeth, afterwards wife of Rev. Antipas Newman of Wenham. Mr. Newman died Oct. 15, 1572; and his wife survived has and mistried, secondly. Zeratebel Endecott of Salem. With ber son John Newman of Hoston, as administrators of Mr. Newman's catate, she mortgaged the lot, for Elky pounds, to Capt. John Hull of Beston, esquire, May 21, 1681. The lot was sold to John Green of Salem, whe had paid for it, but who died before a deed was delivered, and Mrs. Endecott and her son John Newman, administrators of the estate of Mr. Newman, gave a feed of it to Mr. Green's widow, Mary Green, July 31, 1691.

The remainder of this lot belonged to John Green very

early; and on it he lived.

Under the ledges, on Bass river and in the cove, at the southerly part of this lot, was a strip of apland and murch which belonged to William Dixie very early. This, slav, became a part of the Green estate.

Mr. Green died in 1650. His estate was divided Feb. 28, 1650-1, and ten acres of the sait house positive was as signed to his daughter Elizabeth Green; and the remainder to his son John Green, subject to a life estate of his

^{&#}x27;See papers in Records and Filts of the Quarterly Courts of Essex

Salam Town Records, volume 1, page 70 (printed)

Essax Registry of Deeds, book 9, just 22.

mother Mary Green in one end of the house and back leanto, one end of the barn and one-third of the land, except two acres in Ryall side "comonly called the Rockwell." John Green, the son, died in 1697, when the dwelling house, barn and land were appraised at fifty-five pounds.

Elizabeth Green married Jacob Reed of Salem, husbandman, and possessed her lot at the salt house point

until 1706.

How long the house of Mr. Green stood after 1700 is unknown, but the old Green house which stood on the hill on the ancient way, on the northeasterly side of Bridge street, and southerly of the site of the original house,

probably succeeded it.

John Dodge House and Grist Mill. The original mill here was called Mr. Friend's mill in 1653. Samuel Friend of Manchester sold to Lawrence Leach of Salem the mill and mill-house; but no legal conveyance of the title thereto was made until after Mr. Leach's death, which occurred in 1662. At the time of the decease of Lawrence Leach. the mill was appraised at forty pounds, and the house, orchard and land at thirty pounds. He still owed thirty pounds on the mill. Apparently, his son John Leach paid the amount and received a deed of the house, mill and land from Mr. Friend Sept. 7, 1665.2 Mr. Leach lived here, and was the miller. He conveyed the house, mill and land to John Dodge, ir., of Beverly, husbandman, Sept. 2, 1669.3 In his will Lawrence Leach had devised his estate to his wife Elizabeth Leach; and, for seventeen pounds and ten shillings, she confirmed the sale of her son John Leach to Mr. Dodge of the house, mill and land Nov. 26, 1670.4 John Dodge, ir., of Beverly, yeoman, conveyed to his son-in-law Ebenezer Woodberry of Salem, miller, "the grist mills alias corn mills" and land Oct. 12, 1702.5 Mr. Woodberry was running the mill in 1708, and died possessed of it in 1714, intestate. One item in the inventory of his estate is: "To grift mils and one

¹Essex Registry of Deeds, book 9, leaf 117. 2Essex Registry of Deeds, book 5, leaf 110.

³Essex Registry of Deeds, book 3, leaf 69. ⁴Essex Registry of Deeds, book 3, leaf 111. ⁵Essex Registry of Deeds, book 16, leaf 146.

mother Mary Green in one and of the house and back leants, one and of the land, except two cases in figural side " commonly called the Rackowell." John Green, the son, died in 1897, when the dwelling house, burn and land were appraised at fifty five pounds.

Elizabeth Green married Jacob Rose of Salem, has

OT I ELEMEN

How long the house of Mr Green stand after 1700 is unformer, but the old Green house which stend on the hill on the northerntary side of Bridge street, and southerly of the nite of the original house, probably succeeded it.

beta was called Mr. Friend's mill in 1855. Samuel Friend of Manchester sold to Lawronce Leach of Salem the mill and mill-house; but no legal conveyance of the title shere to was made until after Mr. Leach's death, which constrain to was made until after Mr. Leach's death, which constraint in 1862. At the time of the decease of Lawrence Leach, in 1862. At the time of the decease of Lawrence Leach orchard and land at thirty pounds. He still owed thirty pounds on the mill. Apparently, his son John Leach paid the amount and received a deed of the house, mili and land from, Mr. Friend Sept. 7, 1665. Mr. Leach lived bere to down Dodge, jr., of Beverly, bushandman, Sept. 2, and ten shill have no fine will Leach to Mr. Dodge of the house, mill and land Nov. 25, and ten shill have been to the sale of her can John 1670. John Dodge, jr., of Beverly, yeoman, convend to his son-in-law Ebennear Weetherty, yeoman, convend to his son-in-law Ebennear Weetherty of Salem, millen "the grist mills aline corn mills" and land Oct. 13.

"The grist mills aline corn mills" and land Oct. 13.

"The grist mills aline corn mills" and land Oct. 13.

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"The grist mills aline corn mills" and land Oct. 13.

"The inventory of his estate is: "To griff mills and one

[&]quot;Hance Register of Deads, book 0. heat 117, "Rance Hegister of Reads, bank 5, heat 110, "Rance Hegister of Reads, book 5, heat 600, Thomas Hegister of Reads, book 5, heat 111, heat the first heat the first hance the read of the first that

dwelling hous & barn ftanding in the Township of Salem" with the land £280. The real estate was divided among the heirs July 8, 1758; and his eldest son Ebenezer Woodberry was assigned "Two old Grist mills situate on Bass River in Beverly;" and to his son Nathaniel Woodberry "an old dwelling house standing Nigh the Grist mills."

In 1797, the western half of the house belonged to Israel Woodbury of Beverly, miller, and the eastern half to William Woodbury of Beverly, yeoman, who conveyed it to Elisha Woodbury of Beverly, mariner, Sept. 5, 1767. Elisha Woodbury died Feb. 19, 1796. Upon division of his real estate, Nov. 9, 1798, his half of the house was assigned to his son Joseph Woodbury. Israel Woodbury conveyed his half to Thomas Davis, jr., of Beverly, gentleman, July 17, 1797. How long the old house stood after 1798 has not been learned.

The two tide mills were owned by Israel Woodberry of Beverly, miller, who conveyed them, they being called Woodbury's mills, with their tackle and furniture, mill dam, flumes and the mill privilege to Thomas Davis, jr., of Beverly, gentleman, July 17, 1797.² Mr. Davis bought the mills at auction, which was advertised in the Salem Gazette, in its issue of May 26, 1797, as follows:—

To be Sold at Public Vendue, on Wednesday, the 21st day of June next, at 2 o'clock, P. M.

TWO Grift Mills, under

one roof, fituated in the upper Parish in Beverly.—ALSO, one half of a Dwelling-House near said Mills, and about 2½ Acres of Land.

The Conditions will be made known at the time and place of fale, which will be at the above Dwelling-House. For particulars, apply to ISRAEL WOODBERY, on the premises.

Beverly, May 9, 1797.

Mr. Davis died July 17, 1840, intestate, and the title to the mill descended to his children and grandchildren. Charles Davis, William Davis (by a trustee), Alpheus Davis, Augustine Lovett and wife Lucy D. Lovett and Pyam Lovett, jr., and wife Martha M. Lovett, all of Bev-

¹Essex Registry of Deeds, book 148, leaf 240. ²Essex Registry of Deeds, book 162, leaf 210.

dwelling hone & born thanding in the Twenthip of Salem" with the land 2590. The rest estate was divided among the being the being tally 8, 1758; and his elfest on Ehrneser Woodberry was assigned a Two old Grist mills situate on Bear River in Beverly;" and to his son- Xathaniel Woodbarry and divide the Grist mills."

In 1797, the western hall of the house belonged on larged Woodbury of Beyerly uniller each the eastern half to William Woodbury of Beyerly perman, who conveyed it to Elisha Woodbury of Beyerly, mariner, Sept. 5, 1787. Elisha Woodbury died Ied 18, 1788, the ast vision of his real easter, Nov. 9, 1798, als bath of the bouse was assigned to his year to be you broad Woodbury, conveying the half in Thomas Davie, it, of Beyerly, genileman July 17, 1797. How long the old house shood after 1785 has not been learned.

The two tide mills were eyered by level Woelberry of Beverly, miller, who conveyed there, they being called Woodbury's mills, with their tackle and furniture, mall dam, flumes and the mill privilege to Tanmas, Davis, it, of Beverly, gentleman, John IT, 1797. Mr. Davis bought the mills at anerion, which was advertised in the Sales Gazette, in its issue of May 26, 1767, as follows on

To be Sold as Paidle Finder, on Westerstan the arte day of Transment, et a gelecht frank

TWO Grift Mills, under

only cool, (market in the apper market in the original party).

Stille, and about 14 Ames of Land

The Conditions will be made known of the chose procling and place of tale, which will be at the above Dwelling-Honds, For perfections apply 14 ISBAFL WOODDBOR, on the president.

Beverly, May 9, 1990.

Mr. Davis died July 17, 1840, intestale and the dile to the mill descended to his children and grandwhibitem. Charles Davis, William Davis (by a trustee), Alphans Davis, Augusting Lovett and wife Lucy D. Lovett and Pyam Lovett in and wife Martha M. Lovett and

Resex Registry of Doctic book 163, 1207 240.

erly. Thomas D. Lovett and wife Sarah F. Lovett of Northfield, and Israel W. Davis and wife Elizabeth Davis of Wenham conveyed to Aaron Dodge of Beverly, miller. seventeen-twentieths of the grist mill, with its tackle, furniture, dam, flumes and the mill privilege April 28. 1848; and on the same day William Endicott of Beverlv. as guardian of John B. Davis, Mary E. Davis and Lucy H. Davis, children of John Davis of Wenham, gentleman, deceased, intestate, conveyed to Mr. Dodge threetwentieths of the mill, etc.2 The mill continued to be used by Mr. Dodge until his decease, Feb. 3, 1886.

Robert Stone and Estate of William King House. This lot of land was granted to William King by the town of Salem Feb. 4, 1638-9.3 He built a house upon it, and lived therein. He died in 1650, and by agreement with his mother Dorothy King, his eldest son William King had the homestead. The latter lived here until after 1662.4 William King of Salem, cooper, for forty-seven pounds, conveyed to Robert Stone of Salem, seaman, one-half of this lot and one-half of the house thereon Dec. 14. 1665,5 Robert Stone died in 1690; and his one-half interest in the house and land was appraised at one hundred pounds. The real estate was divided Feb. 6, 1693-4, and his part of this property was assigned to his eldest son Samuel Stone.

William King, the son, died possessed of his one-half of this estate in 1684. This one-half of "a little dwelling house" and the land was then appraised at one hundred pounds. He devised to his wife Katherine for her life one-half of his real estate, and at her decease this one-half to whom she might devise it in her will, to her relatives or others. In her will, proved Jan. 1, 1718, she gave it to her nephew or cousin Samuel Stone and her niece Sarah, wife of Jacob Manning of Salem. The other

¹Essex Registry of Deeds, Look 400, leaf 141. ²Essex Registry of Deeds, book 400, leaf 142.

^{*}Salem Town Records, volume 1, page 80 (printed).

*Deposition of John Wesson, sr., of Reading, who lived with William King, sr., at this place before 1650. Sworn to Feb. 24, 1699-1700.—Essex Registry of Deeds, book 13, leaf 246. Capt. John Dodge of Beverly, aged sixty-three, also deposed June 28, 1700.—Essex Registry of Deeds, book 13, leaf 297.

Essex Registry of Deeds, book 4, leaf 48.

erly. Thomas D. Lovett and wild Earth F. Sorett of Morthfield, and larged W. Davis and arise Elizabeth Davis of Wondern teachers and arise Elizabeth Institution of Wondern and the privilege April 25, and on the sense the will privilege April 25, as guardian of John B. Davis, Mary E. Davis and Lary H. Davis, shiften Endrott of Bevis Lary H. Davis, shiften at John Their and Hemon, demand, demand, demand, demand, and the mill, sens. The mill continued to be queed by Mr. Dodge and the december of the Mr. Dodge and the Mr. Do

Robert Stone and Frants of William King Mone. This Salem Feb. 4, 1608-9. He lead to William King by the town of Salem Feb. 4, 1608-9. He lead to become upon it, and lived thereon. He died in 1850, and by agreement with his mather through Man, has almed son it illams King had the homesteed. The letter lived here uptil after 1662. William King of Salem, townen, one-half of this lot, and one-half of the house thereon 1800 14st 1663. It interest in the house wild land was approved at one-half interest in the house wad land was approved at one-nunded poweds. The real samts was divided Eabl 6, 1608-1, and his part of this property was assigned to his oldest son Samuel Stone.

William King the son, died presessed of his niceball of this cetate in thest. This con-ball of an fixile dwelling house. I must the isnet was then apprecised at one house dred pounds. He desired to his wife it absence for her life one ball of his mal estate, and at her decises this one-ball to whom she night daying it is har will, as her relatives or others. In her will, proved the first ohe gave it to her neglets or cousin Samuel Street and her nices Sarmb, wife of Jacob Manning of Salem. The other

Essay Registry of Heads, Louis 400, 1eaf 141.

Taken Town Hardell and the Control of the Control

Togenstion of John Wester, at, of Standing who lived with Wiliam King or, as the place below 1500, Same to 100, 24, 100, 1700.—From Report of Disch, took 12, keep to, Cape, late Dodge of Bereeft, and strapilities, who departed date to, 1700.—Lynn

All Treal of Second of Second in westerness or market

one-half of the real estate was devised by William King to his "brother's sons, either the eldest or the youngest as that hath most need of it as my brother shall judge meet." The house was gone before June 18, 1719, when the land was divided among the Kings and Stones; and in a deed of release from one of the owners, six days later, the mill pond and river "that runns up before ye house that was & formerly stood on ye Land" is thus described as one of the boundaries of the land.

Estate of John Green Lot. This lot of land belonged to John Green in 1696. He died in 1697; and it be-

longed to his estate in 1700.

Joseph Batchelder House. This lot belonged to Joseph Batchelder in 1678; and he died possessed of the same in 1683. The dwelling house, barn and orchard were then appraised at forty-three pounds and the land at about sixty-five pounds. The estate descended to his son Joseph Batchelder, who died in or before 1790. Abigail Knowlton, wife of John Knowlton of Manchester, housewright, and her husband, as administrators of his estate, for one hundred and sixty pounds, conveyed to John Creasy of Salem, tailor, the land, dwelling house and the frame of a barn thereon Dec. 27, 1709.3 John Creesy of Salem, tailor alias husbandman, died in 1735; and the estate probably came into the possession of his son Noah Creesy. How long the house stood is unknown to the writer.

Nathaniel Hayward Lot. George Harvey of Beverly, John Sargent of Gloucester, carpenter, and Rose Hayward of Cape Ann conveyed to Nathaniel Hayward of Salem, carpenter, this lot of land April 24, 1683. Mr.

Hayward died possessed of it in 1720.

John Dodge House, Saw Mill and Fulling Mill. That part of this lot lying northerly of the dashes was owned

by Capt. John Dodge of Beverly in 1696.

That part of the lot lying southeasterly of the dashes belonged to Nehemiah Howard of Salem, who died in 1665, having in his will devised his house and houselot

¹Essex Registry of Deeds, book 36, leaf 106.

²Essex Registry of Deeds, book 35, leaf 209.

Essex Registry of Deeds, book 22, leaf 205. Essex Registry of Deeds, book 11. a 190.

one half of the real estate was derived by William Sing on the position at the his product as to bis a the position at the plant at the product as the best position and that the house was gove below June 18, 1719, when the had had a day of release from one of the wings and blooms; as he will be the real to be the plant and the real three of the order of the third and the state of the order of the third and the described as the real that the order of the third and the described as one of the boundaries of the land. In this described as one of

Letter of John Green Lot. This lot of land belonged to John Green in 1833. He died in 1837; and is ba-

Named Berchetter House. This lot helonged to Joseph Batcheder in 1678; and he died possesses of the same in appraised at The dwelling bouse, have not cocked were then appraised at foury-three passeds and the land or alumit of airty-five pounds. The estate descended to as soo Jeseph Batchedder, who died in or before 1700. Athiesit Klessetton, wife of John Knowitten of blanchester, housewright, and her bushaul, as administrators of his esquis, for one handred and sixty pounds, convoyed to John Greary of Salem, tailor, the land, dwelling house and the frame of a ham thereon flow 27, 17022. John Grear of Salem, probably easie into the passession of his son Noill Green, ay. How long the house shood is anknown to the writer, ay. How long the house shood is anknown to the writer.

Nathaniel Magnard Let. George Harvey of Especify, John Sargent of Gloscoster, corporate, and Ries Hayward of Cape Ann conveyed to Nathaniel Hayward of Salem, carpenter, this lot of land April 24, 1682.5 ME.

John Dodge Mount, Sam Aid and Pulling Mill. That part of this lot lying northerly of the dushes was owned by Care John Deign of Beyerly to 1606.

That part of the let lying southeasterly of the dashes belonged to Nebemiah Howard of Salem, who died in 1665, having in his will devised his house and houselot

Essex Registry of Deeds, book 35, last 100 Stanz Registry of Deeds, book 35, lest 200

Zinna Registry of Deads, book 11, a 193,

and orchard to his wife Anna for her life and then to his children. The house and land were then appraised at eighty pounds. Mrs. Howard married, secondly, -Judkins; and conveyed to George Harvey of Salem, seaman, the land and housing July 6, 1696.1 For fifty pounds, Mr. Harvey conveyed to Capt. John Dodge of Beverly the land with the house and barn thereon Jan. 1. 1696-7.1 Thus the entire lot became the property of

Captain Dodge.

For love, Captain Dodge conveyed to his son William Dodge of Beverly, yeoman, the land with the saw mill and fulling mill thereon, no house being mentioned, Oct. 10, 1702.2 William Dodge died in 1706, intestate. The inventory of his estate included "an olde faw Mill and Olde fulling Mill," which were then appraised at thirteen pounds. The administrators of his estate. Nathaniel Waldron of Wenham, bricklayer, Ebenezer Woodbury of Salem, miller, William Dodge, ir., of Beverly, maltster, and Jonathan Raymond of Beverly, yeoman, leased the land and mills to Jonathan Dodge of Salem, yeoman, for seven years from April 1, 1709, for thirty-two pounds, Dec. 20, 1708.3 The real estate was divided March 21, 1720-1, when the fulling mill was apparently gone. Onehalf of the saw mill was assigned to his son-in-law Samuel Woodberry, one-fourth to the minor daughter Abigail Dodge, and one-fourth to his son-in-law Joseph Creasy. A way (now a part of Balch street), one and one-half rods wide, was reserved for the use of the heirs, and also the privilege of raising a head of water for the use of the saw mill and of flowing the land from October 31 to April 10 "So long as Said mill is Repareable." How much longer this saw mill existed has not been learned.

Cornelius Baker House. Cornelius Baker, jr., of Salem, yeoman, owned this lot in 1696. For the support of himself and wife, he conveyed to his son Jonathan Baker of Beverly, weaver, "my home living," dwelling house, two barns, weaver's shop and land Feb. 1, 1705-6.4 Jonathan

¹Essex Registry of Deeds, book 12, leaf 174. ²Essex Registry of Deeds, book 16, leaf 123.

³Essex Registry of Deeds, book 33, leaf 66. ⁴Essex Registry of Deeds, book 19, leaf 107.

and orobard to bis wife Anna for her life and then to his confidence. The house and lead were then appreciaed at eighty pounds. Here Howard married, exceeding, and converged to George Harrey of Salem, seen man, the land and housing July 6, 1656. For hits, pounds, Mr. Harrey convered to Capt. John Dodge of Haverly the lead with the house and large thereon Jun. 1, 1696. L. Thus the nature has become the projects of 1696. It was the matrix become the projects of

Captain Dodge

Corneliva Holer House. Cornelius Baker, pr. of Salem, yeoman, owned this lot in 1698. For the support of himself and wife, he conveyed to his son Jonathan Baker of Beverly, weaver, "my home living," dwelling heure, two barrs, weaver's shop and land Fob. 1 1705-6.

[&]quot;Essen Registry of Deeds, book 10; food 174, "Essen Registry of Deeds, book 10, bed 192, "Essen Registry of Deeds, book 30, but 00.

Baker died before Jan. 27, 1706-7, when administration was granted upon his estate. Seventy acres of upland and swamp were then appraised at two hundred and eighty pounds, and "ye dwelling house & 2 small old barns" at seventy pounds. How much longer the old house stood has not been learned.

John Batchelder House. This house and lot of land belonged to John Batchelder of Salem at the time of his decease in 1675. In his will he devised the property to his wife Elizabeth for her life, and then to his son John Bachelor. The son John Batchelder lived here, and died in 1684. In the division of his estate the house, barn and land were assigned to his son John Batchelder. The son John Batchelder died in the winter of 1748-9, having devised the westerly lower room, bed room and westerly end of the garret in the dwelling house and the use of the oven in the easterly end of the house and some of the land to his wife during her widowhood; and the homestead to his son Joseph Batchelder, subject to the rights of his mother. The house was then appraised at fifty pounds, the barn at thirty-five pounds and the shop at ten pounds. The forty acres of land were appraised at four hundred and fifty pounds. Mr. Batchelder gave the shop to his son Joshua if he cared to remove it to his own land; if he did not do so it was to belong to Joseph and remain upon the homestead. Joseph Batchelder removed to Andover about 1767. How much longer the house existed is not known to the writer.

Jonathan Batchelder Lot. This lot belonged to John Batchelder, who died in 1684. In the division of his estate it was assigned to his son Jonathan Batchelder, who owned it in 1700.

Josiah Batchelder Lot. This lot belonged to John Batchelder, who died in 1684. In the division of his estate it was assigned to his son Josiah Batchelder, who owned it in 1700.

Pasture of the Northfield Men. This tract of common land was leased for one thousand years to John Green, John Leach (son of Richard Leach) and John Bachilder, all of Salem, Feb. 1, 1677. John Tompkins, John

Salem Town Records, volume II, page 269.

Baker died before Jan. 27, 1700.7, when administration was granted upon its vesters. Suverny some of uplend and swimp ways then appendical attractmented and capity pounds, and cyt dwelping house at 2 mail ald house at severny pounds. How much longer the old house stand.

has not been learned

John Editchelder Moses. This house and lot at land he longer to John Perchetter at Salem are the time of his decease in 1575. In his will be devised the property to his wife bilitation for her life, and time to his most dish that helper to his artists the house, have and head here were restricted to his estate the house, here and find were restricted to his estate the house, here and John Batchelder. The montried in the winter of 1745 8, having devised the western power room, bed room and westerly devised the western power room, bed room and westerly the oven in the content, and of the head to his wife during her widowhood; and round of the stead to his wife during her widowhood; and rise house the tenth of his house was then appraised at his points, the house was then appraised at his four hundred and fifty same of land were appraised at his four hundred and fifty same of land were appraised at his four land; if he did not do so it was to behing to his son Joshua if he caned to remove it at his howed to Andover about our has homestead. Jumph Batchelder have house existed it not known to the much britant but heaph bones existed it not known to the writer.

Jonathan Batchelder, Lot. This tor belonged to John Batchelder, who died in 1864. In the division of the exters it was assigned to his son Jonathan Batchelder,

who owned it is 1700.

Joseph Batcheller Lot. This lot belonged to John Batchelder, who died in 1684. In the division of bis extant it was assigned to his son Joseph Batchelder, who

Pasture of the Northfield Men. This least of common land was lossed for one thousand years to John Ernaulder, John Least (son of Richard Least) and John Bandilder, all of Salem Sale of Toronica, John Toronica, John

Salam Town Records, volume II, page 209,

Waters, sr., John Foster and George Jacobs, all of Salem, husbandmen, appear to have been the owners in 1677. Though it is probable that some division of this tract of land was made in fact, a legal partition was not made until March 2, 1707, when John Leach, Samuel Leach, John Batchelder, Jonathan Batchelder, Josiah Batchelder, John Foster, John Waters, Richard Waters, Nathaniel Tompkins, Joseph Jacobs (in behalf of his father George Jacobs) and Samuel Foster agreed to divide it. This was done March 27, 1708.

John Leach House. This tract of land was probably granted to Lawrence Leach, who sold it to his son Capt. Richard Leach on or before Dec. 14, 1643.4 Captain Leach died in 1687, and the farm descended to his son Serg. John Leach. Sergeant Leach owned it until his death, which occurred March 5, 1717-8. The title to the dwelling house, barn and farm then descended to his son Samuel Leach, who died in the winter of 1731-2. The house was gone before 1774.

Peter Woodbury Lot. Dea. Peter Woodbury owned

this lot in 1700.

Edward Bishop Lot. This lot was granted at a meeting of the seven men of Salem to Edward Bishop Dec. 28, 1646; and it belonged to his son(?) Edward Bishop, sr., of Salem in 1700.

John Trask House. This lot of land was conveyed by Joseph Harris of Salem, planter, for three pounds, to Osmond Trask of Salem Feb. 7, 1652-3.5 Mr. Trask died in 1676; and the house, barn and forty acres of land were appraised at two hundred and fifty pounds. The estate was assigned to his son John Trask March 27, 1677. John Trask died May 13, 1720; and the house and land around it was assigned to his son. The house was standing in 1728, but probably disappeared soon after.

Nathaniel Hayward Lot. This lot of pasture land belonged to Jacob Barney of Salem, yeoman, as early as 1652; and, for seventy-six pounds, with his wife Anna,

¹Essex Registry of Deeds, book 11, leaves 75 and 76.

^{*}Essex Registry of Deeds, book 20, leaf 187.
*Essex Registry of Deeds, book 20, leaf 186.
*Essex Registry of Deeds, book 1, leaf 37.

⁵Essex Registry of Deeds, book 1, leaf 16.

John Foster, John Waters, Bichard Waters, Nathans Loughing, Juggib, Jacobs (in behalf of his taber George Jacobs) and Simuel Fortus agreed to divide Lt. This was

he conveyed it to Nathaniel Hayward of Salem, carpenter, Feb. 16, 1691-2.1 Mr. Hayward owned it in 1700.

Jacob Griggs House. This lot of land early belonged to Jacob Barney. He conveyed it to Mr. William Griggs, sr., of Salem, with the buildings thereon, Feb. 16, 1691-2 : and Doctor Griggs, for seventy-two pounds, conveyed the land with the housing to his son Jacob Griggs of Beverly Feb. 10, 1693.3 Jacob Griggs died in the spring of 1733, intestate. The house, barn and outbuildings were then appraised at one hundred and eighty-three pounds, and the nineteen acres of land at three hundred and fortytwo pounds, five hundred and twenty-five pounds in all. He left five children: Isaac Griggs of New Haven, Conn., cooper, the eldest son, Jacob Griggs of Boston, tailor, Rebecca, wife of Daniel Rea of Salem, Abigail, wife of John Blowers of Boston, and Eleanor, wife of Samuel Hilton of Marblehead. The widow of the deceased and the children, for six hundred and fifty pounds, conveyed the house and land to Jonathan Hayward of Salem, potter, July 18, 1733;4 and Mr. Hayward conveyed the land and buildings to William Browne of Salem, esquire, March 13, 1740.5 Mr. Browne probably removed the house soon afterward.

School Lot. This lot of two acres of common land was the property of Jacob Barney of Salem, yeoman; and, for seven pounds, he conveyed it for school purposes to Mr. Israel Porter, Serg. John Leach, Cornet Nathaniel Howard, sr., Corp. Joseph Herrick, sr., Benjamin Porter, Joshua Ray, sr., Thomas Rayment, sr., Edward Bishop, 2d, John Trask, jr., John Creasey, Joshua Ray, jr., and John Flint, sr., all of Salem, April 5, 1692.6 It belonged to these grantees in 1700.

John Trask Lot. Jacob Barney of Salem, yeoman, owned this lot as early as 1637; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeo-

Essex Registry of Deeds, book 11, leaf 190.
Essex Registry of Deeds, book 9, leaf 109.

Rssex Registry of Deeds, book 10, leaf 43.

^{*}Essex Registry of Deeds, book 64, leaf 216. *Essex Registry of Deeds, book 80, leaf 216.

^{*}Essex Registry of Deeds, book 25, leaf 63.

he conversed to to Nectional Hayrand of Salam, curponter,

Accel Barery. He conveyed it to Mr. William Griggs.

Local Barery. He conveyed it to Mr. William Griggs.

27 and Boston Griggs, for seventy-two pounds conveyed

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Salem potter, July 18, 1733. A and the provent of

Salem potter, July 18, 1733. A and the Hayward con
conveyed the house and buildings to William Brower of

Salem caquire, March 13, 1740. Mr. Browne probably

veyed the house and buildings to William Browne of

School Lot. This lot of two sores of common lend was the property of Jacob Barney of Salest, youngs; and, for seven pounds, he conveyed it for school purposes to Mr. kenel Porter, Serg, John Loach, Cornes Nadianiel Hawes and, sn., Corp. Joseph Herriek, sr., Henrimin Former, Joshus Hay, sr., Thomas Rayment, sn., Ediand Billion 2d, John Trask, fr., John Chensey, Joshus Hay, fr., and John Flint, sr., all of Salest, April 5, 16023. Is lichenged John Flint, sr., all of Salest, April 5, 16023. Is lichenged

to these grantees in 1700.

John Frank Let. Jacob Barriov at Salem, veorian, dward Unis lot as early as 1637; and cenveyed it, with owner land, to Joseph Princely, and Thomas Rayment, and John Trask, in, all of Salem, and Hobert Con of Borerly, year-

Ener Resister of Deads, book 11, test 150.

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Manual Margarety of Dunda, bushers, 19nf Co.

man, Feb. 19, 1691-2. These grantees divided the tract, and this part was released to Mr. Trask Nov. 23, 1692. He owned it in 1700.

Thomas Rayment and Jonathan Rayment Lot. Jacob Barney of Salem, yeoman, early owned this lot; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2. These grantees divided the tract, and this part was released to Mr. Rayment Nov. 23, 1692. Mr. Rayment, of Salem, yeoman, conveyed to his brother Jonathan Rayment of Beverly, yeoman, the northern half of the lot March 27, 1696; and they owned the lot in 1700.

Estate of Robert Cue Lot. This lot of upland and marsh belonged to Jacob Barney of Salem, yeoman, early; and he conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Traske, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2. The grantees divided the tract, and this part was released to Mr. Cue Nov. 23, 1692. Mr. Cue removed to Wenham, and died Feb. 20, 1698-9. This lot belonged to his estate in 1700.

Thomas Rayment and Jonathan Rayment Lot. Jacob Barney early owned this lot of land; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, Feb. 19, 1691-2. These grantees divided the land, and this part was released to Mr. Rayment Nov. 23, 1692. Mr. Rayment conveyed to his brother Jonathan Rayment of Beverly, yeoman, the southern half of the lot March 27, 1696; and they owned the land in common until after 1700.

John Trask Lot. Jacob Barney owned this lot early; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2.1 These grantees divided the tract, and this part was re-

¹Essex Registry of Deeds, book 9, leaf 33. ²Essex Registry of Deeds, book 9, leaf 114.

³Essex Registry of Deeds, book 17, leaf 123.

man, Seb. 18, 1791-24. These grantees divided the teat, and this part was relayed to Mr. Teast. New 29, 1832,7

He eweed it in 1700.

Therese Regress and Joseph Regress Let Jesub Rarroy of Salem, yeomen, early owned this let; and early veryed it, with other land, to Joseph Rerrich, in Thomes Rayroont, ar., and John Treak, jr., ail of Salem, and Hobert Cue of Reverly, yeoman, field 18, 7491:21 These granitees divided the truct, and this past was released to Mr. Rayroont Nov. 23, 1692. Mr. Rayroon, of Salem, yeoman, conveyed to his brother Josephan Rayroont of Reverly, yeoman, the northern hill of the lot Salem 1805. 2 and they owned the lot in 1700.

Enter of Refert Can Lot. This lot of upland and march belonged to I and Barney of Salem, yeomen, early a said be coureded it, with other land, to I ample Heartish et, Thomas Rayment, et, and John Tracke, p. all of Salem, and Robert Cue of Beverly, yeoman, New 13, 1691-2. The grantess divided the trust, and this part was released to Mr. Cue Mr. Cue Nov. 23, 1692. hir. Cue removed to Wendern, and died Feb. 20, 1698-9. This lot independ to his

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Themey carly owned this lot of had, and conveyed it, Burney carly owned this lot of had, and conveyed it, with other had, to describ Herriotz et. Thomas havenet, and John Tresk, ir., all of Salem, and Robert Otte of Boverly. Feb. 19, 1991-2,1 These grantees divided the land, and this part was released to Mr. Baymont Nov. 24, 1992-4 Mr. Raymont conveyed to his brother Josephan Raymont of the fact of the parties of the sale of the sale of the sale of the land of the land of the land of the land of common many along the land in common and the land in common and the land of the land of common and land of the lan

John Press Lot. Jacob Barney owned this lot carly and conveyed it, with other hand, to Joseph Herrick, and Thomas Rayment, are, and John Trask, qu, all of Sakus, and Robert Core of Beverly, yeoman, Lub 19, 1891 I. These grantees divided the truck, and this part and the

Massa Hogistry of Deeds, book 0, half St.

Manag Bugistry of Beerin, book 11, leaf 123.

leased to Mr. Trask Nov. 23, 1692. Mr. Trask owned it in 1700.

Estate of Robert Cue Lot. Jacob Barney of Salem, yeoman, early possessed this lot; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2.² These grantees divided the tract, and this part was released to Mr. Cue Nov. 23, 1692.¹ Mr. Cue removed to Wenham, and died Feb. 20, 1698-9. It belonged to his estate in 1700.

Joseph Herrick Lot. Jacob Barney of Salem, yeoman, early owned this lot of land; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2.² These grantees divided the tract, and this part was released to Mr. Herrick Nov. 23,

1692.1 It belonged to him in 1700.

Daniel Andrew Lot. Jacob Barney of Salem, yeoman, owned this lot early; and, for eleven pounds, conveyed it to Daniel Andrew of Salem, bricklayer, Feb. 13, 1691-2.3

Mr. Andrew owned it in 1700.

James Kettle House. The lots of John Flint, James Kettle, Jacob Griggs, John Trask, and parts of the lots of Thomas Rayment and Jonathan Rayment, Joseph Herrick and estate of Robert Cue, including the tract of eighty acres of land granted by the town of Salem to Richard Ingersoll in 1636, and some additional grants made the next year. Mr. Ingersoll built a house upon this land, and lived in it. It was occupied in 1641 or 1642 by Joseph Houlton, a servant of Mr. Ingersoll. Mr. Ingersoll died in 1644, possessed of the property. William Paine of Boston, merchant, possessed the land in 1650; and, for eight pounds, sold the land to Jacob Barney of Salem, but gave him no deed of "ye farm" until July 26, 1657. The ownership by Mr. Barney was disputed by Ann, wife of John Knight, the widow of Mr. Ingersoll, to whom the latter had devised in his will the residue of his estate. Mrs. Knight gave a deed of the land to

Essex Registry of Deeds, book 9, leaf 114.

²Essex Registry of Deeds, book 9, leaf 33. ⁸Essex Registry of Deeds, book 9, leaf 32.

leased to Mr. Truck Nov. 25, 1692. Mr. Truck owned

Energy of Robert Cas Lat. Involt Barriery of Salem, yeoman, saidy possessed this lost and couraged it, with other land, to Jump's Herrolt, so., Thomas Korment, etc., and John Track, iv., all of Sidem and Robert Cas of Born erly, yeoman, Feb. 18, 1631-23. Those grantees divided the track and this part was relenged to Mr. Cue Nov. 28, 1692. Mr. Cue removed to Wenham, and died Pels. 20, 1698-2. It belonged to his estate in 1759.

Joseph Herrick Let. Isotob Barner of Salam, reason, early owned this last of Sand; and course at it, with arbur land, to Joseph Herrick, er., Thomas Rayment, at, and John Trask, it, all of Salam, and Rebert Che of Baverley yearmen, Reb. 19, 1801-2. These generals divided the times, and this park was released to Mr. Harrick, Nov. 23, 1602. It belowed to him in 1700.

Daniel Andrew Lot. Jacob Barney of Scient, resman, owned this lot early; and; for eleven pounds, converted to to Daniel Andrew of Schem, briefdayer, Eco. 13, 1697-23

Mr. Andrew owned it in 1700

Vames Marke House The loss of John Pints have Kettle, Jarch Griggs John Treek, and parts of the lots of Thomas factors in the lots of Thomas have seen and Jonathan Harment Joseph Henrich and seine of Index Class including the tried of Henrich and granted by the town of salem lot Richard Ingersall in 1930, and some additional gridus made the next year. Mr. Ingersall built a house april this brack, and lived sale of the granted built a house april 1642 by Joseph Hauders, a sarrant of the property of the factor, but that, possessed the land in 1660 and, for each passessit, seal and the land in 1660 and, for each passessit, seal and the Jacob Barner and Selem, but gave him on deed of "ye farm" and Jair by Ann; wife of John Aught, the whom the latter had devised in his will the residue of his estate. Mrs. Height gave a dead of the residue of his estate. Mrs. Height gave a dead of the latter.

Essex Hagistry of Doods hooks, haf the Hann Registry of Doods, books, but its. her sons John Ingerson and Nathaniel Ingerson April 10. 1668, and on the same day authorized her son John Putnam or Joseph Holton to obtain possession of the same. John Ingerson and Nathaniel Ingerson demanded possession of the premises from Mr. Barney, but he refused claiming title in himself under the deed from Mr. Paine. They brought an action of trespass March 16, 1668-9: and the court decided in favor of Mr. Barney.1 Mr. Barney, for fifteen pounds, received a release from George Ingersoll and Nathaniel Ingersoll, both of Salem, yeomen, of their interest in this property Feb. 16, 1691-2.2 Mr. Barney, for nineteen pounds, conveyed this lot to James Kettle of Salem, potter, April 21, 1687; 3 and Mr. Kettle built thereon a house in which he lived. Mr. Kettle removed to Charlestown and died in 1712. One-third of the house and land was assigned to his widow Elizabeth and the rest to his eldest son James Kettle and eldest daughter Elizabeth. The house and land around it were then valued at one hundred and forty-seven pounds. James Kettle of Charlestown, leather dresser, and Jonathan Kettle of Salem, potter, conveyed the house and land to John Batchelder, sr., and John Batchelder, ir., both of Salem, coopers, April 8, 1724; 4 and John Batchelder, sr., released his interest in the house and land to John Batchelder, jr., Aug. 10, 1732.5 John Batchelder, ir., conveyed the house and land to Benjamin Cressey of Beverly, housewright, Dec. 25, 1739.6 Mr. Creesy died in the autumn of 1783; having devised the buildings and land under and adjoining the same to his deceased son Josiah's son Josiah Creesy. That portion of his estate was then appraised at two hundred and fifty pounds. Josiah Creesy of Francestown, N. H., tailor, for ninety pounds, conveyed these buildings and land to Nathaniel

'These original deeds and power of attorney are on file in the office of the clerk of courts, at Salem, with papers of the court held at Ipswich, March, 1669. See Records and Files of the Quarterly Courts of Essex County, volume 4, pages 109-112.

²Essex Registry of Deeds, book 51, leaf 51. ³Essex Registry of Deeds, book 19, leaf 38a. ⁴Essex Registry of Deeds, book 43, leaf 113. ⁵Essex Registry of Deeds, book 74, leaf 161. ⁶Essex Registry of Deeds, book 79, leaf 168.

[&]quot;These original deeds and power of abotton and op the large will at the clerk of course, as balent, with papers of the cours build ut Ipswich, March, 1889. See Records and Files of the Quantifit Course of Texas County, volume 4, pages 108-113.

Masor Regular of Deeds, book 15, 1851 38a.

Series Registry of Bouds, book 73; bat 103.

Pierce of Danvers, housewright, Feb. 15, 1792.1 Mr. Pierce removed to this place, and committed suicide, by drowning, June 17, 1812. The house and land were then appraised at eleven hundred dollars. His daughter Nancy married Edwin Sheldon April 28, 1836, and died in Lynn April 7, 1847. As guardian of his minor children, Susan E. Sheldon, Edwin Sheldon, Lucinda Sheldon, Martha Sheldon and Helen M. Sheldon, Edwin Sheldon of Lynn, victualer, conveyed one-half of the house and land to Huldah Peirce of Lynn and Sally E. Sheldon of Beverly. who were apparently the owners of the other half of the estate, April 8, 1848.2 These grantees, for nine hundred and fifty dollars, conveyed the dwelling house and land to John Hood of Danvers Oct. 31, 1853.3 The house and land around it next belonged to Mr. Hood's son William H. Hood of Danvers, who conveyed the same to Annis, wife of John S. Jewett of Danvers, Sept. 12, 1866.4 Mrs. Jewett died, his widow, Oct. 1, 1877, intestate; and John W. Jewett of Danvers, administrator of her estate, conveyed the property to Webster F. Putnam of Danvers Oct. 8, 1878.5 Mr. Putnam conveyed the land and buildings to the Danvers Savings Bank two days later.6 The house was standing Feb. 5, 1880; and was apparently gone May 11, 1880.

John Flint House. This lot of land belonged to Jacob Barney of Salem before 1656. He conveyed the part between the dashes to John Flint, sr., of Salem, carpenter, March 10, 1678-9.7 He conveyed to Mr. Flint that portion lying westerly of the westerly dashes July 20, 1687;8 and that part lying easterly of the easterly dashes, for thirty-nine pounds, June 10, 1689.9 Mr. Flint built a house on the lot, and lived there. For seven hundred pounds, he conveyed to William Porter of Salem, yeoman, the lot, with the house and barn, "being the house and

Essex Registry of Deeds, book 154, leaf 138. Essex Registry of Deeds, book 485, leaf 164. Essex Registry of Deeds, book 485, leaf 165. Essex Registry of Deeds, book 710, leaf 180. Essex Registry of Deeds, book 1031, leaf 191.

Essex Registry of Deeds, book 1031, leaf 192.
Essex Registry of Deeds, book 8, leaf 30.
Essex Registry of Deeds, book 8, leaf 31.

^{*}Essex Registry of Deeds, book 8, leaf 145.

Pierce removed to title place, and contration evicide, by drowning, Jone 11, 1812. The house and contration evicide, by drowning, Jone 11, 1812. The house and land ever them appeared at elevan hundred dollars. His daughter Manor April 7, 1847. As guardien at his almost children, Sman married Edwin Shelden April 23, 1850, and died in Lynn April 7, 1847. As guardien at his almost children, Sman Shelden, Edwin Shelden, Having Shelden, Shelden, Alariba victualer, and Helen M. Shelden, Edwin Shelden, Manile of Shelden, April 8, 1848. These granters, the name of Baroly, who were apparently the owners of vic other half of the who were apparently the owners of vic other half of the mad fifty dollars, conveyed the dwelling house and land to seint flood of Danvers, Copt. 31, 1868. The hone and land wile of John S. Jeweit of Danvers, Sept. 18, 1864. Manile of John S. Jeweit of Danvers, Sept. 18, 1864. Manile of John S. Jeweit of Danvers, administrator of hor estate, conveyed the property of Danvers, administrator of hor estate, conveyed the property of Danvers Savings Hank two days last and build veye to the Danvers Savings Hank two days last and build your bone was standing Teb. Supplied the Sand was standing Teb. 5, 1880; and was standing Teb. 5, 1880; and was standing Teb. 5, 1880; and was supplied the gone May 11, 1880.

John Pfast Blaze. This lot of land helonged to Junch Barney of Salem before 1656. He conveyed the part between the dashes to John Flins, sr., of Salem, corrector, twose, the dashes to John Flins, sr., of Salem, corrector, March 10 1678-9. He conveyed to Mr. Flins that part the lying carterly dashes July 20, 1637, and that part lying carterly of the contenty dashes, for thirty-cine pounds, June 10, 1689. Mr. Flint built a house on the lot, and lived there. For seven headred pounds, he conveyed to William Forter of Salem, yearned the lot, with the mouse and have, "being the house and

^{&#}x27;Essex Megistry of Doods, book ist, feet 13s.
There Registry of Doods, book 45s, feet 181.
There Registry of Doods, benk 13s, inst 7d.
Lear Registry of Doods, benk 13s, best 180.
Third Megistry of Doods, book 10s, inst 181.
There Registry of Doods, book 8, best 181.
There Registry of Doods, book 8, best 180.
There Registry of Doods, book 8, best 181.

land where I the said Flint did formerly live," Feb. 21, 1721-2.1 The house was gone a few years later probably. Its location on the lot has not been exactly determined.

Benjamin Porter Lot. This tract of land constituted the grants made by the town of Salem to Jacob Barney. ir., thirty acres, to Jeffrey Massy forty acres, to William Waters forty acres, to John Pickard forty acres, and to Pasco Foot forty acres. The portion of Jacob Barney was granted to him April 5, 1652;2 and that of John Pickard was probably granted Aug. 21, 1648.3 This lot granted to John Pickard had been previously granted to Lieutenant Lathrop, who surrendered it. Pasco Foot conveyed to John Porter, sr., of Salem, yeoman, his part of this tract, which was the southern portion, Dec. 18, 1665.4 The other parties also conveyed their lots to Mr. Porter. Mr. Porter died Sept. 6, 1676, having devised the whole of this tract of land to his son Benjamin Porter, who owned it in 1700.

John Rea Lot. This is the western half of the one hundred and fifty acres of upland,-the farm of John Holgrave, which was granted to him by the town of Salem Nov. 26, 1638.5 Mr. Holgrave lived in Salem, and, for eleven pounds and fifteen shillings, conveyed it to Jeffry Massy, planter, and Nicholas Woodberry, mariner, both of Salem, April 14, 1652.6 Messrs. Massy and Woodberry conveyed the lot to Joshua Ray Jan. 1, 1656.7 Mr. Rea, who was then of Salem Village, husbandman, for love, conveyed this part of the lot to his youngest son John Rea, "living in Salem Village," Aug. 30, 1693;8 and John Rea owned it in 1700.

Joshua Rea Lot. This lot, with the western part of the Edward Bishop lot, constituted the eastern half of the farm of one hundred and fifty acres of upland of John Holgrave of Salem, which was granted to him by the

¹Essex Registry of Deeds, book 40, leaf 66.

²Salem Town Records, volume 1, page 171 (printed).

Salem Town Records, volume 1, page 155 (printed). Essex Registry of Deeds, book 2, leaf 110.

Salem Town Records, volume 1, page 75 (printed).
Essex Registry of Deeds, book 1, leaf 19.
Essex Registry of Deeds, book 3, leaf 67.

Essex Registry of Deeds, book 19, leaf 180.

land where I the said Files did formurly live," Feb. 21, 1721-2. The horse was gone a low years later probably.

Harjamin France Last Thin tract of land constituted the grands and by the town of Salem to Jacob Berner, in thirty series, to John Pickers Intry sories, to William Water torty sories, to John Pickers Intry sories, and to William Water tracks, doing sories. The parties of Jacob Harmoy wind gradfed to bits. April 5, 1652; and that of John Pickers was probably granted Acr. 21, 1648. This lot granted to John Pickers had been previously granted to Lieutranant Latherop, who surrondered it. France Fortes of the southern portlos, big part of this tract, which was the southern portlos, Dod. 18, Porter. Mr. Forner died Sapt. 6, 1679, having devised that whole of this tract of land to bis son Rahjainia Forter, who owned it in 1700.

John Mar Lot. This is the western ball of the one hundred and fifty series of upland,—the farm of John Holgrave, which was granted to him by the town of Salem New 25, 1623. Mr. Holgrave lived in Salem, and, for eleven pounds and fifteen shillings, conveyed it to both of Salem, April 14, 1052. Mesers. Massy and Moodberry conveyed the lot to Joshua flay Jun. I, 1656. Mr. Rea, who was then of Salem Villege, boshundana, for love, conveyed this part of the lot to his youngest san John Hea, "living in Salem Villege," Aug 30, 1093.

Former Har Lot. Paris lot, with the western pair of the Edward Bishop lot, constituted the eastern half of the larm of one bundred and fifty sayes of uplant of John

Baser Register of Bueds, book 10, leaf off.

Town Records, volume 1, page 151 (printed).

Roug Register of Deeds, he was leaf 110,

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REAL ROOMS of Dunder, book & mail it.

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town of Salem Nov. 26, 1638. For eleven pounds and fifteen shillings, he conveyed it to Jeffry Massy, planter, and Nicholas Woodbery, mariner, both of Salem, April 14, 1652. Messrs. Massy and Woodberry conveyed the farm to Joshua Ray Jan. 1, 1656. Mr. Rea, who was then of Salem, husbandman, for love, conveyed this eastern half of the farm to his second son Joshua Rea of Salem Village Feb. 5, 1685-6; and Joshua Rea owned it in 1700.

Edward Bishop House. That part of this lot lying westerly of the dashes was a part of the farm of one hundred and fifty acres granted to John Holgrave of Salem by the town of Salem Nov. 26, 1638; 1 and which he conveyed to Jeffry Massy, planter, and Nicholas Woodbery, mariner, both of Salem, April 14, 1652.2 Messrs. Massy and Woodberry conveyed the farm to Joshua Ray Jan. 1, 1656.3 Mr. Rea, who was then of Salem, yeoman, for ten pounds, conveyed this part of this lot to Jeremiah Watts of Salem, dish turner, March 18, 1677-8.5 In this deed Mr. Rea says that he lately bought a part of this lot of the town of Salem. Mr. Watts conveyed this part of the lot to Edward Bishop, sr., of Salem, yeoman, who owned it in 1700.

That part of the lot lying easterly of the dashes belonged to Edward Bishop of Salem, who was at first a husbandman and subsequently a sawyer, as early as 1652. In 1674, he lived in a house which stood upon this part of the lot; and from here his wife Bridget went to jail and finally to give up her life for the alleged crime of witchcraft. Mr. Bishop died before 1715. How much longer the house stood has not been learned.

John Raymond Lot. John Raymond of Beverly, yeoman, owned this lot in 1700; and, for love, conveyed to his son Thomas Rayment of Salem, yeoman, this lot of land "on which the grantee's house stands" Sept. 5, 1702.6

Salem Town Records, volume 1, page 75 (printed).

²Essex Registry of Deeds, book 1, leaf 19.

³Essex Registry of Deeds, book 3, leaf 67.

⁴Essex Registry of Deeds, book 19, leaf 15.

⁵Essex Registry of Deeds, book 5, leaf 111.

⁶Essex Registry of Deeds, book 22, leaf 203.

rown of Selsen Nov. 26, 1628.1 For eleved passeds and afteen chillings be convered to to Jeffry Massy, plantan and Ninbolas Woodbery, mariner, both of Selsen, April 14, 1632. Messer, Massy and Woodberry cohveyed the farm to Joshus Ray Jan. 1, 1630.2 Mr. Res. with wast then of Selsen, businendesse, for lave, coaveyed this east can balk of the farm to his seasond one Joshus Res. of Selsen Village Feb. 5, 1685.5 A and Joshus Res. of lar 1700.

Edward Bilaide Holm. That part of this less lying westerly of the dashes was a part of the farm of one handered and filey acress granted to John Halgrave of Salain by the town of files Holm Wood and Salain Nov. 26, 1656; f. and which ho consistent of the salain Nov. 26, 1656; f. and which ho coldwing mariner, both of Salain, April 14, 1652; Mestra Woodberr, and Woodberry conveyed the farm to Josina Hay dan. I 1656. Mr. him who was then for he Jeremanh Wotte of Salain, duly tenses, blanch 18, 1677-5. In this field of the your of Salain. Mark on the your of Salain. Mr. Watte conveyed this part of the part of the part of the lot to Edward Bishop, an, of Salain, years, who wend it in 1700.

That part of the lot lying custerly of the davage belenged to Educial Bishop, of Salem, who was an first a
husbandman and anbacomently a savver, as early as letter
is 1574, he lived in a house which stood same this part
of the lot; and from here his wife Eridget went to juit
and finally to give up her life for the alleged crime of
witchersit. Mr. Bishep died before 1715. How much

John Maymerid Lee. John Haymand of Beyerly, year man, owned this lot in 1700; and, for love, conveyed to his son Thomas Rayment of Sulem, yearnso, this lot of land won which the grantee's house stands" Supt. 5, 1769.

Salam Town Becards volume I, page 15 (prioted).

Rager Hardeley of Death, book 3, less W.

Perez Regulary of Greeks, book 10, but 10.

Mass Tauruley of Besile, book 29, lest 20%.

William Dodge Lot. Capt. William Dodge owned this lot of land in 1700.

Joseph Herrick House. This tract of two hundred acres of land was granted to Mr. Alford about 1636; and he conveyed it to Henry Herrick. Mr. Herrick died in the winter of 1670-1, when this farm was appraised at three hundred pounds. He devised it in his will to his sons Ephraim, Joseph and John. It came into the possession of Joseph Herrick, who lived here and died Feb. 4. 1717-8, having in his will devised all his "home living" to his son Rufus Herrick of Salem, yeoman. Rufus Herrick conveyed to his son Rufus Herrick of Salem, husbandman, the western half of the dwelling house and land May 22, 1714.1 Rufus Herrick, the father, died in 1748, having in his will devised the porch chamber in the house to his son Rufus Herrick and the western half of the house and land to his son James Phillips Herrick. The son Rufus Herrick of Beverly, yeoman, conveyed his part of the house and land to George Dodge of Salem, mariner, June 20, 1758; and on the same day James Phillips Herrick of Beverly, yeoman, conveyed his portion of the house and land to Mr. Dodge.3 Mr. Dodge removed to this farm, and lived here until April 11, 1783, when he conveyed the estate to Jonathan Conant of Beverly, veoman.4 Mr. Conant conveyed the same to Israel Thorndike of Beverly, merchant, May 25, 1791; 4 and Mr. Thorndike conveyed it to Barnabas Dodge of Beverly, yeoman, and John Safford of Hamilton, gentleman, April 5, 1800.5 Mr. Safford removed to Beverly, and released his interest in the estate to Mr. Dodge Oct. 4, 1802. Barnabas Dodge of Beverly, esquire, conveyed it to Henry White of Beverly, mariner, Oct. 5, 1802.7 While this farm was owned by Mr. White, according to the History of Beverly, by Edwin M. Stone, published in 1843, it was occu-

Essex Registry of Deeds, book 87, leaf 42. Essex Registry of Deeds, book 105, leaf 119.

^{*}Essex Registry of Deeds, book 105, leaf 121.
*Essex Registry of Deeds, book 155, leaf 148.

Essex Registry of Deeds, book 165, leaf 240.

Essex Registry of Deeds, book 170, leaf 276. Essex Registry of Deeds, book 170, leaf 277.

William Dedge Lat. Capt. William Dodge owned this at of land in 1700.

Herifelt of Beverly, yeoman, conveyed his portion of the

[&]quot;Essex Registry of Daeds, book 97, head 43, "Been Registry of Deeds, book 105, leaf 119, "Essex Registry of Deeds, book 105, leaf 121, "Essex Registry of Deeds, book 105, leaf 125, "Extex Registry of Deeds, book 105, leaf 125, "Extex Registry of Deeds, book 105, leaf 175, lea

pied by Joseph White of Salem, merchant, to the time of his murder, in 1830. Mr. Stone wrote:—

A prospect, of nearly equal beauty [with Folly hill] is afforded from Cherry Hill, formerly the estate of the late Joseph White, of Salem, but now the property of Capt. John Hammond. Its proximity to Wenham Pond, one hundred and seven acres of which lie within the limits of Beverly, the distant view of the ocean, the various scenery of the surrounding country, combine, with the salubrity of its situation, to render it one of the most desirable residences in this vicinity. The mansion, as seen through a long avenue of fruit trees, shaded at its upper termination by two finely branching elms, presents a handsome appearance; and from its top Capt. White, with the aid of a glass, frequently described his vessels making the port of Salem before their approach was known in the city.

Henry White died, and George W. Pratt of Boston, merchant, and his wife Mary B. Pratt, in her right, conveyed her interest in the Cherry Hill farm, formerly of her grandfather Henry White, deceased, to Stephen White of Boston, merchant, Feb. 6, 1834; and Francis White of Beverly, gentleman, released his interest in the same to Stephen White April 30, 1834.2 Stephen White conveyed it to Charles McIntier of Boston, broker, May 1, 1834;3 and Mr. McIntier conveyed it to Amos Shelden of Beverly, esquire, March 1, 1836.4 Mr. Shelden mortgaged the estate to David Pingree of Salem, merchant, May 10, 1837;5 and Mr. Pingree foreclosed the mortgage, by possession, April 30, 1838.6 Mr. Pingree conveyed the farm to John Hammond of Salem, mastermariner, March 18, 1840;7 and Captain Hammond conveyed it to Thomas Holmes of Salem March 7, 1846.8 Mr. Holmes was a merchant of Salem, and conveyed the house, barn and land to Richard P. Waters, Esq., of Salem, merchant, March 9, 1846.9 Mr. Waters removed the old house in the spring of 1851. The following account of this event appeared in the Beverly Citizen, in its issue of May 24, 1851:-

^{*}Essex Registry of Deeds, book 275, leaf 108.

*Essex Registry of Deeds, book 275, leaf 246.

*Essex Registry of Deeds, book 275, leaf 247.

*Essex Registry of Deeds, book 285, leaf 262.

*Essex Registry of Deeds, book 300, leaf 183.

*Essex Registry of Deeds, book 306, leaf 21.

*Essex Registry of Deeds, book 364, leaf 271.

*Essex Registry of Deeds, book 364, leaf 217.

*Essex Registry of Deeds, book 364, leaf 218.

pled by Jeseph White of Salom, merchant, to the films of his murder, in 1820. Mr. Stone wrote :-

A prospect, of nearly equal beauty [with Folly bill] is aforded from Cherry Hill, forentally the select of the lass Juneph White, at Salem, but now the property of Capt. John Haumhood. Its proximities to Wandam Fond, me bundred and serial series of which limits of Bereriy, the distant view of the series with its is represented as a process according of the straight in the series of the series with the series of the ser

Henry White died, and George W. Frait of mosters reped ber interest in the Cherry Hill farm, formerly of her grandfather Henry White, deceased, to Stephen White her grandfather Henry White, deceased, to Stephen White of Boston, metalena, Fobs 6, 1884. Stephen White concer Stephen White April 50, 1884. Stephen White conveyed it to Charles Minister of Goston, broken, May 1, 1884. Stephen White conveyed it to Charles, Minister conveyed it to Ames Shelden on Herry, esquire, Minister conveyed it to Ames Shelden morty graged the cetate to Bovid Pingree of Salem, marriant, May 10, 1887. And Mr. Pingree of Salem, marriant, gage, by possession, April 39, 1888. Mr. Bingree conveyed the farm to John Hammund of Salem, marriant wered the farm to John Hammund of Salem, mariner, March 18, 1840. and Captain Hammund son Mr. Holmes was a marchant of Salem, and conveyed the Obots, barn and its of Richard P. Waters, filed, of Mr. Holmes was a parchant of Salem, and conveyed the the old bouse to the spring of 1851. The following an Salem, merchant, March 9, 1846. Mr. Waters, filed the country of this event appeared in the Everty Chiere, in its the old bouse to the spring of 1851. The following an acuse of May 24, 1851:—

Haser Registry of Deeds, book 215, isst 108.

Haser Registry of Deeds, book 215, lest van.

Haser Registry of Deeds, book 215, isst 247.

Haser Registry of Deeds, book 235, isst 252.

Haser Registry of Deeds, book 265, isst 162.

"Easer Registry of Deeds, book 316, isst 26.

"Haser Registry of Deeds, book 316, isst 26.

"Haser Registry of Deeds, book 304, isst 216.

"Haser Registry of Deeds, book 304, isst 216.

"Haser Registry of Deeds, book 304, isst 216.

The ancient mansion house on the Cherry Hill Farm, in North Beverly, has recently been taken down, and the proprietor of that choice estate, (Richard P. Waters, Esq.,) is about erecting a neat and elegant residence in modern style. The original portion of the old house has been built over 100 years, and has passed through many changes in the hands of the numerous proprietors who have since then owned and occupied it. Prior to 1760 it was owned by Rufus, son of Governor Joseph, and grandson of the patriarch, Henry Herrick. He sold it about that time, and removed to Pomfret, Ct., and died at Sheffield, Mass., 1814, aged 93. He married Mary Conant in 1740, about which time it is supposed that the original structure above referred to was erected.

Thomas Rayment Lot. Capt. Thomas Rayment owned this lot of land in 1700. It was probably the lot that was granted to Jacob Barney by the selectmen of Salem Dec. 21, 1650. Mr. Barney did not take it, and it was regranted to John Rayment (Remond) March 2, 1653.

Edward Bishop House. Edward Bishop owned this lot and house probably until 1697. He removed to Rehoboth, where he subsequently lived. His son Samuel Bishop occupied the house and land until 1710, when he removed to Attleborough. The house probably disap-

peared that year.

Henry Brown House. This lot of land was granted by the town of Salem to Hugh Peter Nov. 12, 1638; and Mr. Peter conveyed it to John Winthrop, esquire. Governor Winthrop died March 26, 1649, having in his will devised a part of his estate to Margaret, wife of John Corwin of Salem, merchant. May 17, 1677, Fitz John Winthrop, Wait Winthrop of Hartford, Conn., gentleman, Elizabeth Newman, Martha Winthrop and Anne. Winthrop, children and executors of the will of Governor Winthrop, agreed with and released to Margaret Corwin this tract of land in satisfaction of her devise in the will.2 Capt. John Corwin had a farm house upon this land in 1682.3 Margaret Corwin of Boston, widow, conveyed to Henry Browne, jr., of Salisbury, yeoman, my farm in Salem Village, near ye head of Frost fish river, formerly of Capt. John Corwin, May 22, 1693.4 Mr. Brown removed to the farm, where he afterwards lived. Daniel

Salem Town Records, volume 1, page 73 (printed). Suffolk Registry of Deeds, book 10, page 102. Essex Registry of Deeds, book 6, leaf 75. Essex Registry of Deeds, book 11, leaf 180.

The ancient sometime began on the Charry Hill Form in Many lierarily, has recently been under descript and the propriet of the choice eather, has been expected a secure of the control of

Thomas Reveal Lot. Capt. Thomas Barnient outed this lot of land in 1700. It was probably the lot that lot that you granual to face Hamey by the relectmen of Salan Dec. 21, 1659. Mr. Barney did not take it said it was remarked to John Barnient (Remond) March 2, 1658.

Edward Birley Mane, Edward Beiling Swaed to Heloand house probably deed 1607. He removed to Heloboth, where he represently fived 160 and Samuel Bishop occupied the banks and lead next 1710, when he removed to Attahonough. The issues probably many

poured that view

Hone from Moje. This lot of land was greated by
the town of Salam to Hogh Poter Nov. 12, 1088 of and
Mr. Peter marrey is to John Winthrop, esquire, Clararage Winthrop filed March 26, 1640, baring in his will
devised a part of his cente to Margaret, wife of John
devised a part of his cente to Margaret, wife of John
Winthrop, Wait Winthrop of Harthort, Conn., gentlewan, Elizabeth Marchan, Marcha Winthrop and Anne
Winthrop, children and executes of the will of Corwen
Winthrop, express with and relaxed to Margaret Corwen
Winthrop, express with and relaxed to Margaret Corwen
Capt. John Corwin bad a farm hades appea this had in
themy Browne, jr., of Salisbury, yeoman, my form in
Salam Village, near we head of Frost fish diver, formed)
of Capt. John Corwin, May 22, 1698. Mr. Brown in
Salam Village, near we head of Frost fish diver, formed)
of Capt. John Corwin, May 22, 1698. Mr. Brown in
Tooyed to the farm, where he afterwards lived. Daniel

Balom Yown Records, solvings 1; p.cov 76 (printed).
Stuffelt Registry of Deads, to ok 10, page 102.
*Record Registry of Deads, book 10, leaf 75.
*Zason Registry of Reads, book 11, leaf 100.

Zackary of Boston and Stephen Sewall of Salem, attorneys of Elizabeth Barker of Deptford, Kentshire, England, daughter and heir of Hugh Peter of Salem, deceased, for fifty pounds, released this land to Mr. Brown March 22, 1703-4.1 Mr. Brown died in the spring of 1708. One hundred acres of the land with the buildings were then appraised at two hundred and eighty pounds. The real estate was not divided until Dec. 26, 1728, when the easterly end of the house from the garret to the lower room, the easterly end of the back leanto, etc., were assigned to the widow. The house and barn, subject to the rights of the widow, were released to the deceased's son Abraham Brown of Salem, weaver, who lived here. His brother Joseph Browne of Salem, yeoman, had released to him his interest in the farm Feb. 19, 1725-6; and his sister Hannah, wife of John Rea, jr., of Salem, yeoman, released her interest to him on the same day.3 Abraham Brown died in the autumn of 1762, having devised in his will the estate to his son Archelaus Brown. The dwelling house, barn and about seventy acres of land in the homestead were then appraised at five hundred and sixty pounds. Archelaus Brown died in the winter of 1791-2. The buildings and sixty acres of land were then appraised at three hundred pounds. The house probably stood only a few years after this time.

John Flint Lot. This lot of land was granted by the town of Salem to John Putnam; and his son John Putnam, sr., of Salem, yeoman, released it to his brother Nathaniel Putnam, sr., of Salem, yeoman, Feb. 19, 1682-3.4 Nathaniel Putnam's daughter Elizabeth, wife of George Flint, "living in the bounds of Redding," conveyed it to John Flint of Salem, husbandman, March 31,

1690.5 John Flint owned the lot in 1700.

John Herrick Lot. This lot of one hundred acres probably consisted of the sixty acres granted to Francis Skerry and forty acres to Henry Skerry, by the selectmen of

¹Essex Registry of Deeds, book 19, leaf 146. ²Essex Registry of Deeds, book 48, leaf 193. ³Essex Registry of Deeds, book 48, leaf 194. ⁴Essex Registry of Deeds, book 6, leaf 76. ⁵Essex Registry of Deeds, book 8, leaf 169.

Zackury of Education and Stephen Savall of Salam, attached hard, laughter and harber of Depton, Kanthier, England hand, laughter and heir of Hage Inter of Salam, decembed, for fifty penada, released this loud to Mr. Brown died in the spring, of March 22, 1703-17. Mr. Brown died in the spring, of The real calade was not divided and the hand the halletops the castery and at two hundred and eight month the salamy and the salamy and the penale with the halletops the real calade was not divided until Nec. 25, 1732, wone from room, the castery end of the house from the partet to the lower signed to the widow. The house and here, subject to the rights of the widow, were released to the decreace and here, subject to the biother Joseph Brown of Salam, reserve, who lived here. He biother Joseph Browns of Salam, rearret, who lived here. He biother Joseph Browns of Salam, rearret, who lived here. He biother Joseph Browns of Salam, rearret, who lived here. He biother Joseph Browns of Italia, it is and the same day. Advanced her interest to him on the same day. Advanced will the estate to him on the same day. Advanced will the estate to him on the same day. Advanced will the estate to him on the same day. Advanced pounds. A rebelaw Brown died in the average devised in his stead were then appraised at five honders and exity here a hundred and exity acres of land were then appraised at the waster should not be same and well at the house probably along only at three hundred pounds. The house probably along only at three hundred pounds. The house probably along only at the same and were the same and well and were the same and were the same and sixty acres of land were then hundred and exity acres of land were the hundred bounds. The house probably along only

John Flint Lot. This lot of land was graused by the town of Salem to John Putmam; and his son John Putmam, and his son John Putmam, et., of Salem, recenant, related his beschest Mathaniel Putmam, et., of Salem, yeoman, related 19, 1052. Salem, and the Salem, recently, wife of George Plint, white in the bounds of Hedding, compressed it to John Plint of Salem, husbandeness, Manult M.

John Herrick Let. This lot of one hundred sores profably consisted of the sixty some granted to Francis Shorry and forth serves to Henry Shorry, by the selections of

Essay Registry of Reads, book 10, best 145.

Exact Register of Direct basic 48, 104 feb.

Mann Series of Decide Series of the College

Salem Dec. 17, 1649.¹ They conveyed the grants to Henry Herrick of Salem July 1, 1653.² Mr. Herrick died, possessed of it, in the winter of 1670-1, when the land was appraised at one hundred and sixty pounds. In his will, Mr. Herrick devised it to his son Zachariah Herrick. Zachariah Herrick died May 3, 1695 (6?), having devised his real estate to his son Henry Herrick. It belonged to John Herrick, sr., in 1700.

Nathaniel Rayment Lot. Zachariah Herrick conveyed this lot of land to John Rayment, sr., of Beverly, yeoman; and Mr. Rayment conveyed it to his son Nathaniel Rayment of Beverly, yeoman, Jan. 15, 1696-7.3 Nathaniel

Regiment. He can related buttle in 1864. Blue

Rayment owned it in 1700.

¹Salem Town Records, volume 1, page 163 (printed). ²Essex Registry of Deeds, book 1, leaf 36. ³Essex Registry of Deeds, book 12, leaf 32a. Salem Den, 17, 16404 They couraged the grants to Henry Herrick of Salem July 1, 1658, Mr. Herrick of Salem July 1, 1658, Mr. Herrick of it, in the winter of 1670-1, when the hand was appraised at one bundard and sixty pounds. In his will, Mr. Herrick devised it to his son Nacharlah Herrick rick. Racharlah Horrick died blay 8, 1695 (63), having devised his real detate to his son Henry Merrick. It has longed to John Herrick at, in 1700.

Nathaniel Reymont for Nacharlah Herrick conveyed this lot of land to John Baymont, us., of Beverly, proman; and Mr. Raymont couveyed it to his son Nathaniel Raymont of Beverly, yeomen, Jan. 15, 1636-13. Mathaniel

> Salem Town Second, volume I, page fol (printed), Street Reprises of Prode, book I, lead So. "Essex Recipive of Prode, book IA, leaf Car.

A GENEALOGICAL-HISTORICAL VISITATION OF ANDOVER, MASS., IN THE YEAR 1863.

BY ALFRED POORE, M. D.

(Continued from Volume LIV, page 250.)

Mr. Holt says his present house was built in 1820, about twenty rods northwest of the site of the old one. Deacon Holt owns all the land about half way down on the northerly side and to the corner on the south side. James Abbott was born in Wilton and came down to live with James Holt, who was his uncle or some other relative, and had all of Mr. Holt's property, the latter having no children. Hartwell B. Abbott built the house where he resides before his father died. Deacon Holt's wife is Phebe, daughter of Benjamin and Rhoda Abbott. Her mother was daughter of Nathan, Jr., and Phebe (Abbott) Chandler. Mrs. Holt was born in Andover West Parish in 1798, where Fred Noves now resides, and where her grandfather Jonathan Abbott was born, whose wife was Mary Chandler. Benjamin and Rhoda Abbott, her parents, were cousins. Children: Solomon, died young; Solomon Augustus, b. 1829, mar. Harriet, daughter of a Mr. Carpenter from New Hampshire, and resides in Brooklyn, and have children, William Augustus, Springfield, 1853, and Emma Louisa, b. New York city, 1861; Edward F., died young; Edward Francis, b. 1834, who has resided at home except when he was away teaching, mar. Parthena Pelham, daughter of George and Fanny (Hyde) Boutwell, who was born in Andover West Parish in 1835, and have children, Francis Boutwell, b. April, 1861, Phebe Elizabeth, b. 1835, unmarried, at home, and Jonathan Abbott, b. 1841, unmarried, in Co. H, 14th Mass. Regiment. He was killed in battle in 1864. Ed-

GENERALOGICAL HISTORICAL VISITATION OF ANDOVIR MASS, IN THE YEAR 1863.

BY ALPHED POORS, SE D.

(Continued from Volume LIV, page \$50.)

ward Francis wife's sister, Mary King, attends school at Abbot Academy and boards with them. Moses L. Farnham, son of Ezra F. of Frye Village, was born in 1846 in Acton, Me., and has been working for Deacon Holt since the spring of 1862. Deacon Jacob Farnham and Deacon Holt's grandmother were brother and sister. The

present Jacob is grandson of Deacon Jacob.

Nov. 18, 1863, was all day at Eben Lovejoy's examining the old papers, and in the evening called upon John Lovejoy and widow Hannah Lovejoy, who says that Col. Wood lived in the Stevens house. Daniel Stevens' daughter Sarah married Capt. Pillsbury, Jan., 1848, and Daniel left the place the following spring. One Phillips, a lame tinman, lived there at one time, and Amos Gilchrist occupied it when it was burned in June, 1850.

Moses H., son of widow Boynton, built his house in Lawrence in 1847. Henry Boynton broke his right leg and Alanson Flint his arm during the summer of 1847. Isaac Carruth's house was struck by lightning July 13, 1860, and John Tuck's the same year in August. Samuel Beard was a poor man who begged enough to build his house west of Knowles', then removed it to Flint's land toward the Tewksbury almshouse, and in 1853 brought it to where it now stands.

The first house on the street to the almshouse, now owned by Jennings, was brought to the spot about 1830 from near Levi Beane, by George Stone, who occupied it about eight years. James Merrill once resided there, and also a family named Chase lived there a short time.

The house where Mrs. Nickerson resides was built about 1820 by John Foster, whose wife died there, she being a sister to Jedediah Burt. His children took him "up country" after the death of his wife, the children being John, William and Mary. Samuel Manning was there from about 1840 to 1845, with children George, Mark, John, Mary, Elizabeth, Eri, and several who died young. Others who have lived there are Jonathan Knowles, Thomas or Robert Welch, Alfred Holt, who now resides in Lawrence, Elnore Dane, who went to Flint's house, and Warren Mason.

William Griffin came to town from Newburyport about

ward France wife's slater, Many King, attends school as Abbot Academy and bounds with them, Moses L. Farmbern, non of Ears F. of Frys Village, was born in 1646 in Acton, Me., and has been working for Descon Hole siring of 1862. Descon Jacob Eurapem and Descon Helt's grandmisther were brother and sailer. The mesent Lucob is grandeen of Descon Jacob.

Mov. 18, 1868, was all they at Eben Lovelov's examining the old papers, and in the evening called upon John Lovejoy, who says that Col. Lovejoy and widow Hamah Lovejoy, who says that Col. Wood lived in the Stevens house. Daniel Shroust daughter Sarah married Capt. Pillabarry, Jan., 1848, and Jamed left the place the following spring. One Phillipt, a lame tiomen, lived there at one time, and Amos Galander operations and Amos Galander operated in James 1850.

Mosas II. son of sidow Boynton, built his house in Lawrence in 1817. Heavy Boynton broke his right leg and Alanson Flore his arm, during the success of 1847. Issue Carroth's house were stroot by lightning July 18, 1850, and John Tuck's the same year in Argost. Samuel Beard was a poor case who beyond enough to subly his bouse west of Knowles, then removed it to Flore's land toward the Tauksburg aluminance, and in 1562 inought it to where it now stands.

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also a family named Clarke lived there a short times

The house where Mrs. Nucleason resides was built about 1820 by done Foster, whose wife died there, she being a sister to deadish Burt. His children back him was a property of the death of his wife, the children being John, William and Mary. Samuel Manning was there from about 1840 to 1845, with children Ocorgo Mark, John, alary, Elizabeth, Eri, and several who died young. Others who have lived there are Jucalian Now young. Thomas or Robert Welch, Alfred Holl, who went to now resides in Lawrence, Elizabet Dans, who went to

William Griffin came to your from Newburgsort about

the time Thomas Boynton came. His mother was sister to Mrs. H. Lovejoy's father. Old Mrs. James Hardy in Tewksbury and Alfred Hardy, a great-grandson of James, reside in West Andover. Peter Hardy settled on old James Hardy's place. The latter had the following children: John, who settled near Boutwell; Benjamin, who settled in Greenfield; Simeon and James, who settled in Lewiston, Me., when first married; Aaron, who settled in Hancock; Micajah and Stephen, who died in West Andover; Jemima, who married Jonathan Boutwell, with grandchildren residing now in West Andover; Hepzabeth, b. 1777, went to Hillsboro, N. H., to settle. Old Messrs. James and Peter Hardy were cousins to Mrs. Lovejoy.

Called upon John Lovejoy, who says the middle story is occupied as a machine shop. Mr. Southwick, the draftsman, has his room over the counting room. John Lovejoy built his house in 1843 on land that his father owned, the tract containing about eighteen acres. He has been with the Merrimac Corporation in Lowell since 1841, as overseer in the cardroom. He was born in 1809, the son of Deacon Eben and Phebe Russell Lovejoy. His wife is Mary Farnham, daughter of John and Mary (Carleton) Chickering, who was born in North Andover in 1813. Children, born in Frye Village: Mary Francis, died young; Mary Frances, b. 1840, now teaching school in Lowell.

Joseph Dane, who lived in the house where Henry Boynton now resides, married for his second wife the widow Flint. Her grandchildren, John and Alanson Flint, reside in Andover, and Joseph Dane lived in Boynton's house about twenty years.

the time Thomas Boynton come. His notites was sisted to Mrs. H. Lovejoy's tather. Old Mrs. Junes Hardy in Tewkshore and Athed Hardy, a meangraphen of James, reside to West Andover. Potes that the collawing shill-dren: Join, who settled near Boursell: Banganing shill settled in Greenfield; Simean and James, who cottled in Rancick; Mrs. when first married; American and James, who cottled in Mancick; Jimiges and Stephen, who died in West in Hancick; Jeming, who married James, who died in West and over; Jeming, who married James as halover; Republic, with Jimiges residing now in West Ambrew; Republic, with Jimiges Dieders, but went to Hillshom, M. H., to satisface Old Means.

Called open John Lovejon, who save the middle story is occupied as a machine shep. He restayors, the draftsman, has his room over the counting come. John Lovejon both life house in 1842 as land that his lather owned, the trust emission in 1842 as land that his lather been with the Morrissee Corporation is Lovell since the local Descent Ethem and Thode Roard Levyley. His wife is Mary Fambam, daughter of deep and Mary wife in Mary Fambam, daughter of deep and Mary in 1818. Children, book in Pres Village: Mary Francis, delay and the Mary Francis, how in Pres Village: Mary Francis, delayer and maching school in 1818.

Joseph Dane, who lived in the house where Hang Heynton new resides, married for his second wide the widew Plust. Her grandchilden, John and Alesson Flut, reside in Andewer, and Joseph Dane, lived in Boye.

DOCUMENTS RELATING TO MARBLEHEAD, MASS.

(Continued from Volume LIV, page 320.)

To his Excellencie Sir William Phipps Knightt Governour etc. To the Honourable Their Majesties Councill, and House of Representatives, Conveined in Generall Court.

The Humble Address of Sundrie Inhabitants of The Towne of Marblehead, in behalfe of Them Selves, and said Towne.

Most humbly offer

That whereas by the Late Additionall Tax, is unduely Laide on our pore distressed Towne, the Summe of One hundred, Eightie, Three, poundes, And Tenn Shillings, the Extreame Povertie of which and disabilitie to paye said Summe, is very demonstrable to any that will please to Consider the Smaleness of the whole Tract of Land, the great Losses Sustained in fishery this Last Summer, and the Great Number of Polles Imprest for theire Majesties Service, and otherwise drawne of in Merchant Voyages; Wee cannot Rationablee bee Judged proportionable to any of our Neighbours, Esspetially thosse wee derived from; Notwithstandeing which great Tax, wee are farther threatened by the officers of the Impost office, and Required to paye Six pence per Tunn for all our fisheing Open Boates, By Vertue of a Late Act, (for Continuation of Impost and Excise) soe offten as they goe to Sea which is Every day (if the Weather permitt) which would amount to a Vast Summe, Even to the Utter Distruction of fisheing, which wee humblie Conceive is not the Least Manifactorie of this province, and is Diametricall Contrarie to their Most Gracious Majesties Will and pleasure, in the Later End of theire Royall Charter, The said Open Boates are never built by the Tunn, nor can

DOCUMENTS RELATING TO MARRIEMEAD.

(Continued from Volume LIV, page 550.)

To bis Excellencia Sir William Phipps Knightt Grover, nour etc. To the Honoumble Their Majestles Costoill, and House of Representatives, Conveined in Menerally Court.

The Hamblehead of Sandrie Inhabitants of Tor-Towns of Marblehead, in behalfs of Them Solves, and

Most hambly offer

That whereis by the Late Additionall Tax, is undusly Laide on our pore discreteed Towne, the Summe of the English Three, pounder And Torn Stillings, the Extreame Povertie of which and disabilitie to payout the Extreame Povertie of which and disabilitie to payout and Summe, is ray dismonstrable to any that will please the great Losses Sustained in the whole Tract of Land and the Great Number of Polles Imprest for theirs Stainer, and the Great Number of Polles Imprest for theirs Stainer, the Service, and otherwise drawne of in Marianta Vortom; Notwithermanian which great Tax, were an intended to any of our Neighbours, Especially these was derived to any of our Neighbours, Especially these was derived from; Notwithermanian which great Tax, were an intended to paye Six rence per Turm for all our fisheing which is hively day (if the Weather pormit) which the hively day (if the Weather pormit) where the Later Waster was bronk the truction of fisheing, which was humbled Contains to their Maribeotorie of this province, and is Diameter than Least Maribeotorie of this province, and is Diameter and Open Boates are never built by the Tone, our teat pleasure, in the Later End of theirs floyell Oberter, The said Open Boates are never built by the Tone, our can pleasure, in the Later End of theirs floyell Open to the or never built by the Tone, our can

wee finde any Rule to Tunnage Open Boates, which with us are a Considerable part of our Estates, and that indeed on which all the Rest depend, as well for a Livelyhood, as for wherewith to paye Such Taxes as are Laid on Us.

Your Petitioners therefore most humbly praye an Abatement of the said additionall Tax and Exemption from the said Unreasonable Tunnage since our Boates are otherwise Rateable with other Estates And your Petitioners shall as in duty bound etc.

Ambrose Gale Senior William Woods Elias Henley Senior Edward Holman Senior Erasmus James Richard Skinner Robert Bartlett Eleazer Ingolls

John Legg Nathaniell Norden John Browne John Stasey John Hooper John Merrett Nicholas Anderos

[On left margin] In answer to the petition of Sundry the Inhabitants of Marblehead Voted that the said fishing boates are in the Law Included and ought to pay as other Rateable Estate and noe other way

October 25th, 1694. past in the affirmative by the house of Representatives and sent up to his Excellency

and Council for consent.

Nehemiah Jewet Speaker Mass. Archives, vol. 113, p. 100.

Feb. 16, 1694?

To the Constables of Roxbury Dedham

In his Majestys name you are hereby Required in his Majestys name for this your severall precincts to make dilligent search for one Robert Cox a young man of black hayre tall long vissaged sad colored? clothes about 28 years of Age who on the 20th Instant so cruelly beate one John Roads of Marblehead that since is dead of his wounds by him made & hath fled for it and in case you finde in any part of your limits the sayd Cox, to seaze & securely convey him from Constable to Constable till he be brought before some Authority in this Jurisdiction & in Case you Cannot finde him to speed away this warwee finds any Rais to Tunnage Open Boxigs, which with us are a Considerable part of our Estance and that indeed on which all the Rest depend; as well for a Livelybood, as for wherewith to pure Such Taxes as are Laid on Us.

Your Petitioners therefore most humbly pears an Abatement of the said additionall Tax and Exemption from the said Unresconable Tuenage since our Ecutes are otherwise Rateable with other Estates And your Petitioners shall as in duty bound etc.

Ambross Gale Senor William Woods Elias Henley Senior Edward Holman Sonior Ersamus James Rielard Skitmer Robert Bartlett Eleasor Incolla

John Loon
John Browns
John Browns
John Statey
John Hooper
John Hooper
John Marrott
Kubulas Anderos

[On left margin] In answer to the position of Sunday the Inhabitable of Marifichend Voted that the said falling boaten are in the law hasheded and counts to pay as other Ratesble Ratus and not other way

October 25th, 1694, past in the affirmative to the house of Representatives and sent up to his fixuellency

and Council for comment.

Mehemish Jewet Spuilter

Feb. 16, 1694 ?

To the Constables of Respory Delban

In his Majestys name you are involve Required to his Majestys name for this your severall previous to make dilligent scarch for our Mobert Cox a young man of thest hayre tall long vissaged and colored relatives about to have hayre tall long vissaged and colored relatives about the years of Age who as the 20th Instant, so cruelly heats one John Roads of Marblehoud that since, is dead of heat wounds by him made & hath fled for it and in ones you finde in any part of your limits the sayd Cox, to seem & securely convey him from Constalls to Constable till he be brought before some Authority to this Jorisdiction & in Case you Cannot hade him to appeal away this was

rant to some one of Authority of Road Island who are desired by this Authority to Exsecute it in there Jurisdiction & to send it forward to our Confederates who are alike desired Exsecute the same in your Jurisdiction that if possibly the murderer may be found & sent to be preceded with according to law.

Mass. Archives, vol. 40, p. 303.

Sir

I received yours of this date whereby I understand you are still at Marblehead and am surprized at the Accompt you give of the want of 30 men to make up your Complement. You never mentioned more than 15 unto me before your going hence, which I expected would be made good unto you by the Gentlemen concerned in the Fishery and you say they will provide them. I hoped a considerable part of that Service would have been performed before this. I am sorry that the Fishery should not be assisted haveing made provisions for that designe, but the time is very much past away That I fear the other service proposed for you (which is of such importance) will be disappointed in case you should pursve your order to continue with them till they make their Fare. But if you think it may be with the safety of his Majesty's Ship without a further supply of men to convoy them to the Fishing Grounds, and so to return back to this place, I do consent to and order your going so far with them. Let not the time run out farther, that if you are not in a capacity for this Service other measures may be taken, of which give me speedy notice.

Your Loving Friend

William Stoughton

Boston May 4th 1696.

To Captain Wentworth Paxton Commander of his Majesties Ship the Newport.

Mass. Archives, vol. 62, p. 88.

(To be continued)

ment to some and of Authority of Road laboral who and desired by the Authority to Presents it is there Jariedle-tion & to send it here'and to nor Confederates who are alike desired Execute the same to your Jariedletion that if possibly the murdeive may be found & sent to be preceded with according to law.

Meter, Archiver, vol. 10, p. 203.

Sir

I received yours of this data whereby I understand
you are still at Marbiolecad and are surprized at the Accompt you give of the want of 30 men to make up your
Complement. You never mentioned more than 13 man
are before your gaing bence, which I expected would be
and good unto you by the frontiemen concerned in the
made good unto you by the frontiemen concerned in the
considerable part of that Survius would have been performed before the I am serry that the Pubery should
not be service that I am serry that the Pubery should
but the time is very much past away That I fear the
other service proposed for you (which is of such targor
but of the disappointed in once you wind they make their
your order to continue with them till they make their
hare. But if you think if may be with the series to sonhare. But if you think if may be with the series to be
to this place, I do consent to and order your gaing to
you see not in a capacity for this Service other means to
you are not in a capacity for this Service other means
any be taken, of which give my appears other means.

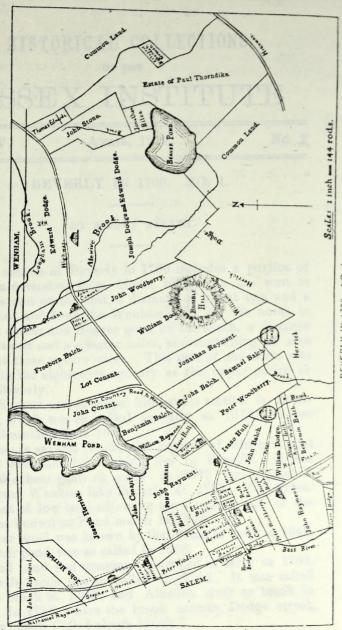
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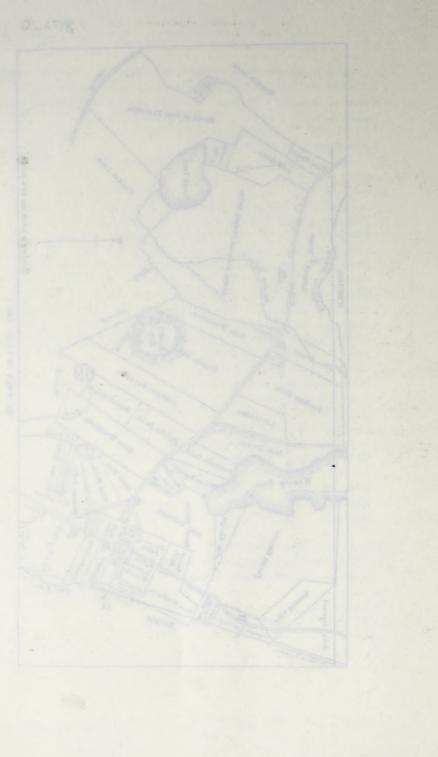
William Standbern

Boston May 4th 1696.
To Captain Wentworth Paxton Communder of his Majesties Ship the Newport.
Mass. Archives not 6

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BEVERLY IN 1700, NO. 1



HISTORICAL COLLECTIONS

OF THE

ESSEX INSTITUTE

Vol. LV

APRIL, 1919

No. 2

BEVERLY IN 1700. NO. 1.

BY SIDNEY PERLEY.

This section of Beverly in 1700 includes a portion of the town extending from Horse bridge on the west to Grover street on the east, a distance of about two and a half miles, and from the Wenham line on the north to Foster's corner and Beaver pond on the south, a distance of about one and a quarter miles, and containing an area of about three square miles. This part of the town was known in the eighteenth century as the upper parish or North Beverly.

The highest and principal hill in this section is Brimble hill, which was so called as early as 1673. It was

called Bramble hill in 1685.

There are several ponds, the largest of which is that part of Wenham lake which lies in Beverly. It was called Wenham pond as early as 1673; great pond in 1697; and Wenham lake as early as 1793. The extensive tract of low land adjoining the southern end of the lake was known as Pond marsh in 1704.

Beaver pond was known by that name as early as 1642.

Thatch pond was so called in 1688.

Round pond was commonly so called as early as 1709.

Alewife brook was so called in 1702. It was called Elwive brook in 1750; and Alewive river or brook in 1761. In 1718, where the brook crosses Dodge street, was "ye place Called alwife brook."

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The highest and principal hill in this section is linker ble hill, which was so called as early as 2578. It was

called Bramble hill in 1685.

There are saveral ponds, the largest of which is that
part of Western lake which lies in Breesly. It was
called Western pond as early as 1875; great pond in
1897; and Western lake as early as 1798. The extensive tract of low land adjoining the couthers and of the
lake was known as Fond marsh in 1704.

Beaver pond was known by that name as early as 1040

Thesel pond was so called in 1088

Round pond was eguamonly so cathed as early as 1705.

Alevide brook was so called in 1702. It was called Elwice brook in 1750; and Alawira river or brook in 1751. In 1713, when the brook crosses Dodge stresh, was "y place Called alwife brook."

Longham brook, much of its length being in Wenham, was so called as early as 1670; and in 1902 it appears on record as Longham or Miles river so called. The section through which it flows was known as Longham as early as 1656.

The oldest road in this part of Beverly is Conant street. It was in existence when the first settlers came into this neighborhood. It was called "the country highwaye leading from horse bridge to John Rayment's Jun'r," in 1683; ye country road in 1692; the cross way commonly called the Boston path in 1699; "ye Country road yt goeth to horse bridge so Called " in 1706; Boston road in 1712; ye country road that leadeth from Ipswich to Boston in 1714; "ye Country road comonly known by ye name of ye Boston Road" in 1715; "ye Country road that goeth from Ipswich to Boston by ve way of Horse bridge so called" in 1716; "the Country Road that goeth from the House of Isaac Hulls Late deceased to the new meeting House So Called" in 1727; Ipswich road in 1714; the road leading from the meeting house of the Second parish of Beverly to Ipswich in 1801; the country road leading from Beverly to Danvers in 1802; the road leading from Beverly to Danvers Plains in 1823; Money lane in 1834; and was named Conant street in 1838.

That part of Dodge street from Conant to Enon streets is as old as Conant street; the southwesterly portion of it to Cabot street probably came into use when the ferry was established in 1636; and the northeasterly part from Enon street to the Wenham line, which has been known as Dodge's Row since 1777, was laid out before 1684. The southwesterly end was called the country highway that goeth from Beverly to Wenham in 1699; the road leading from Beverly ferry to Ipswich in 1788; and the road leading from the Essex bridge to Ipswich in 1798. The middle portion was called ye country road going to Wenham in 1688; "ye Country Road that leadeth to Ipfwich" in 1716; Ipswich road in 1716; the great road in 1784; the main road leading from the Essex bridge to Ipswich in 1801; and the main county road in 1859. The northeasterly section was called Jebacco road in 1684;

Longham brook, much of its length being in Wonham, was so celled as early as 1670; and in 1901 is appears on record as Loogham or billes river or calbd. The section through which it flows was known as Loogham as early as 1056.

The oldest road is this part of floresty is Comme attack. It was in existence when the first settless came into this quighter and. It was called "the contact lines this quighter and. It was called "the contact lines this contact lines the flowers was waste in the came for the cross was the first in the country cond in 1802; the cross was comment of the first the florest path in 1802; the cross path in 1802; the cross to form the following the from lawnish to have breaked that less as from lawnish to flowers to flowers to flowers to flowers the flowers flowers and the flowers for the flowers and the flowers in 1815; "we country road that less and the flowers flowers in 1815; "we country the flowers flowers in 1815; "the country to flowers in 1815; the country to flowers in 1815; the country road in 1815; the country road in 1815; the country road in the flowers from flowerly to flowers in 1802; decayed on the read leading from flowerly to flowers in 1802; decayed in the flowers from flowerly to flowers in 1802; decayed in the flowers from flowerly to flowers in 1802; decayed in the read leading from flowerly to flowers in 1802; decayed in the flower from flowerly to flowers in 1803; and was bound Consent for these flowers in 1803; and was bound Consent for these flowers in 1803; and was bound Consent street in

Their part of 1)odge street from Commit to Roupe streets is as old as Commit street; the south westerly norman of it to Cabet since probably came into use when the ferry was established in 1036; and the northeanterly part from Enemanters to the Ventum line which interest shown as Dodge's flow ance, it if, was laid on Salma 1883, as Dodge's flow ance, it if, was laid on Salma 1883, call that goeth from thready to Menham in 1030; the road leading from the Essex bridge to Traviole in 1138; call the road leading from the Essex bridge to Traviole in 1703. The middle portion was called re-originary road going to The middle portion was called the conjuntry road going to The middle portion was called the object to Ipwich in 1753; the great road leavent in 1753; the great road powing in 1754; the great road leavent in 1754; the great road powing the main road leaving from the Essex and on the Ipswich in 1754; the great road hearten in 1801; and the main causing from the Essex and on 1604.

the highway in 1691; road from Joseph Dodge's house towards Chebacco in 1708; the county road leading from Beverly to Chebacco through Dodge's Row so called in 1819; the road leading from Beverly to Essex in 1819; and the road leading from Wenham toward Beverly ferry in 1879. It was named Dodge street the whole length in 1838.

Enon street was a portion of the original highway in this section, skirting the lake. It was called the highway or country road in 1673; the country road going to Wen-

ham in 1688; and Enon street as early as 1882.

Cabot street, running northerly from its junction with Dodge street, was a highway in 1666; and was called "the towne wave leading from the head of the rayles to Ephraim Herrick's" in 1683; the "way web now goeth from Beverly to Ephraim Herrick's" in 1688; "the highway that goeth from the head of the Rayles fo called unto the Crofs way Comonly called Boston path" in 1699; "Cornet Joseph Herrick's highway" in 1701; "y" Country road yt goeth from ye head of ye Railes so Called towards Wenham" in 1706; Beverly town highway in 1714; the town road in 1715; "ve Road that runs into Beverly Town " in 1717; "yo public highway leading to Wenham" in 1733; "ye Road Called Birtch plain Road" in 1739; a lane or highway which leads from Herrick's house towards the country road in 1741; ye town or country road in 1744; the town way which leads from Beverly to Wenham in 1746; the road leading from Mr. Oliver's meeting house to Beverly ferry in 1788; the road leading from the meeting house of the Second parish to the Essex bridge in 1798; the road leading to Birch plain so called in 1808; the road leading to the west part of Wenham in 1823; the main road or highway in 1834; the road leading to Topsfield in 1840; and was named Cabot street in 1838. This road has been straightened in two places, as shown on the map. The northerly one was done after 1793, and the southerly one just before 1845. This part of Cabot street was apparently a road before 1666 only as far north as Ephraim Herrick's, and was extended later to the Wenham town line. At a general town meeting in Beverly, held March 10, 1684-5, it was

the bighway in 1631; road from lossest Dodge's house towards Chebeses in 1708; the county road leading from Beverly to Chebeses through Hodge's Edw so called in 1819; the road leading from Beverly to Essex in 1819; and the road leading from Wenham toward Beverly farry in 1879. It was named Dodge street the world leavely longth in 1838.

Mnon street was a portion of the original highway in this section, sicinting the labor. It was called the highway or country road in 1678; the country real going to Wenbers in 1685; and Ruon street as north as 1885.

of Wenham in 1823; the main read or highway in 1814; the road leading to Topefield in 1840; and was named

voated that theire should Be a Towne High way layed out from the head of the Rayles and so towards Topsfield so far as the Bouns of Beverly Doth goe that way upon Condition that wenham men will also alow and lay out a high way from the place where the above sd way Doth meet with wenham line and so towards Topsfield so far as theire Towne goes.

The following return of the laying out of this way is recorded in the Beverly town records:—

Where as wee vnder neamed were fometime deputed chosen and appointed as a Committee by the inhabitants of our towns of beuerly as will appeare in Beuerly towne Booke of records to Lay out and to rectiffie certaine towne high ways at severall places in faid towne as wee thinke meet ffor cart and drift ways for the benifit use and be hoofe of our said towne and to make satisfaction vnto any person or persons ffrom whome we should take Land ffor said towne high ways with and out of our towne common Land and accordingly wee did on the fourth of June 1688 lay out a way two pole breadth ffrom the hed of the Raills soe called by the hows of Beniamen Balch Jur up a long as the way now lies to the gate of Ephrem Herricks behind the hows of Thomas Herricks: and from thence on a line as the Land will bare it through Epherem Herricks pastur to his other gate line westerly and ye towne on the Right hand after wee are through said Herricks west gate and so along as trees are marked on the west side or end of the now fields of Ephrum Herricks and Robert Cue and soe along to wenham bridg so called nere the hows of Ephrem Herricks Juner

> SAMUEL CORNING fer LET JOHN DODG LEFTENET EXERCISE CONANT NEHEMIAH GROUER JOHN LOUETT SER JOHN HILL

Essex street is an ancient highway, and was named Essex street in 1838.

Grover street was a highway in 1806; and was called

Grover street as early as 1874.

Nathaniel Rayment Lot. Zachariah Herrick conveyed this lot of land to John Rayment, sr., of Beverly, yeoman; and Mr. Rayment conveyed it to his son Nathaniel Rayment of Beverly, yeoman, Jan. 15, 1696-7. Nathaniel Rayment owned it in 1700.

John Rayment Lot. This lot of land belonged to John

Rayment in 1700.

John Herrick Lot. This was a part of the tract of land sold by John Alford to Henry Herrick before 1670; and Mr. Herrick died in the winter of 1670-1, having devised

^{&#}x27;Essex Registry of Deeds, book 12, leaf 32a.

the head that theirs though he a Towns High way larged out than the fact that the head of the seasons and so towards I specially as the said the largest that the way upon thoughtful that weeken the click which has been allowed the place whose the clove the configuration that and an investigation that are their Towards and as I swards Towards and so far as theirs Toward gods.

The following rators of the laying out of this way recorded in the Bereily town records ---

Where as we worker negmed were discissed depolied choice and expedient as a Compaline by the inhabitance of neutron described and towns of bearing and to the selected the late out law out law out law and to the first engine to this page the selected the cart and drifts engine the the page the late page the the page the selected towns and to the page the selected very the page the first very black of our towns contained the said towns lated towns bear the page the page

Bander Pomeron (er Les Joyn Dodg Leverene Brykolf (on an Mens Lovere om John Lovere om

Essai atreet is an ancient highway, and was name

Graver street was a bighway in 1806; and was called

Mathemat Rayment Lot. Zachariah Harrick conveyed this lot of land to John Rayment, are, of Beverly, veoman; and Mr. Rayment conveyed it to his veo Nathanic Rayment of Beverly, yeomen, Jan. 15, 1436-79. Nuthan ial Rayment owned it in 1700.

John Haymont Lot. This lot of land belowed to John

John Merrick Lot. This was a part of the treet of lead and by John Alford to Henry Herrick before 1870; and the Herrick dust in the winter of 1870-1, having deviced

Mason Bugistry of Bueds, book 12, but that

it with other land to his sons Ephraim, Joseph and John. This lot apparently became the property of his son John Herrick, who owned it in 1700.

Joseph Herrick Lot. This was a part of the lot of land which was conveyed by John Alford to Henry Herrick before 1670; and Mr. Herrick died possessed of it in the winter of 1670-1. Upon division of this farm among his sons Ephraim, Joseph and John, this part apparently became the property of Joseph Herrick, who owned it in 1700.

Stephen Herrick House. This lot was a portion of the tract of land which was conveyed by John Alford to Henry Herrick before 1670. Mr. Herrick died in the winter of 1670-1; and upon division of the land among his sons Ephraim, Joseph and John, this part apparently became the property of Ephraim Herrick. Ephraim Herrick's son Stephen Herrick built a house upon it in or about 1692. Ephraim Herrick died Sept. 18. 1693, having in his will devised the land to Stephen. The lot was then valued at seventy pounds. Stephen Herrick, sr., of Beverly, yeoman, conveyed the dwelling house, barn, orchard and land to William Trask of Beverly Feb. 1, 1719-20; and the house was probably removed by Mr. Trask the next year.

Estate of Thomas Herrick House. This was a part of the tract of land conveyed by John Alford to Henry Herrick before 1670, and Mr. Herrick gave it to his son Thomas in or before 1670. There was a house upon it in 1670. He died apparently without children. The place belonged to his estate in 1700. Under the provisions of his father's will, in the lack of issue the title to the land went to Thomas' brothers, Ephraim and Joseph, the latter probably acquiring the whole title to it. This land was in the possession of Rufus Herrick, son of Joseph Herrick, in 1720; and the house was apparently gone before 1740.

Peter Woodbury Lot. This lot of land was a part of the forty-five acres conveyed, for love, by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20,

^{&#}x27;Essex Registry of Deeds, book 41, leaf 54.

sr, of Beverly, recease, conveyed the dwelling bouse, barn, orchard, and land to William Track of Beverly Feb.

probably acquiring the whole wile to its This land was

1666.1 Exercise Conant of Beverly, for thirty-five pounds, conveyed it to Peter Woodbury of Beverly, yeaman, April 1, 1690; and Mr Woodbury owned it in 1700.

Samuel Herrick Lot. This lot of land was a part of the forty-five acres conveyed, for love, by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20, 1666.1 Exercise Conant of Beverly, yeoman, for fortyeight pounds and thirteen shillings, conveyed it to Samuel Herrick of Beverly, tailor, Dec. 28, 1692.3 Mr. Herrick owned the lot in 1700.

Cornelius Baker Lot. This lot of land was probably part of the forty-five acres conveyed by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20, 1666; and it belonged to Cornelius Baker in 1690 and 1700.

William Dodge Lot. This lot of land was the property of William Dodge, jr., in 1666, and of Capt. William

Dodge in 1690 and 1700.

Jonathan Baker House. This lot of land was a part of the forty-five acres conveyed, for love, by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20, 1666.1 Exercise Conant's daughter Abiah married Joshua Wallis of Beverly, cordwainer, June 1, 1691, and a house was built upon this lot, in which they lived. Exercise Conant of Beverly, yeoman, conveyed the land to Mr. Wallis, for nine pounds, May 23, 1695; and, for fiftysix pounds, Mr. Wallis conveyed the house and land to Jonathan Baker of Beverly, weaver, March 10, 1695-6.4 Mr. Baker conveyed the house and land to his father Cornelius Baker of Salem, yeoman, Feb. 1, 1705-6;5 and Cornelius Baker, for love, conveyed the same estate to his son Jabez Baker of Beverly, weaver, April 25, 1796.6 Jabez Baker conveyed "my dwelling house," barn and land to Joseph Herrick of Wenham, yeoman, June 11,

Essex Registry of Deeds, book 3, leaf 30.

Essex Registry of Deeds, book 8, leaf 169.

³Essex Registry of Deeds, book 13, leaf 204. ⁴Essex Registry of Deeds, book 11, leaf 101. ⁵Essex Registry of Deeds, book 29, leaf 22.

Essex Registry of Deeds, book 27, leaf 70.

1606.) Exemine Commit of Barerly, for thirty-five pounds, conveyed it to Peter Woodbory of Bererly, you man, April 1, 1600 p and Mr. Woodbury owned it is 1700.

Samuel Herrich Lot. This lot of land was a part of the forty-five areas conveyed, for love, by Royer Conist of Salem, recond, to his son Exercise Connet Nov. 20, 1655. Exercise Connet of Beyordy, yearnan, for forty-sight pounds and thirteen shillings, conveyed it to Sament Herrick of Beverly, tailor, Dec. 28, 1632. Mr. Herrick owned the lot in 1700.

Cornelius Baler Let. This lot of land was probable part of the forty-five seres conveyed by Roger Consut Si Salem, receius, to his sen Exercise Consut Nov. 20, 1866: and it belonged to Cornelius Baker in 1690 and

0071

William Dodge, it, in 1860, and of Capt. William

Jonathen Baker House. This lot of land was a part of the forty-five acres conveyed, for love, by Royer Connected Salem, resman, to his sen fixerties Cohant Nov. 20, 1666. Hereries Commit's daughter A hish married Johns United Salem, continging a fixer of the land of hours was built upon this lot, in which they lived, Exemise Commit of Hereriy, preman, conveyed the land to the Sale will pounds, Mr. Wallis conveyed the bones and land to Wallis, for ulas pounds, Mr. Wallis conveyed the bones and land to the falter Jonathan Baker of Salem, yearen, March 10, 1695 8.0 Mr. Raker of Salem, yearen, March 10, 1695 8.0 Cornelius Baker, for Salem, yearen, fish it 1708-6 and son Jaker Faker, for love, conveyed the mis action of the sales and son the sales of the

1716; and Mr. Herrick removed to the place. He conveved the house, barn and land to William Trow of Peverly, cordwainer, April 1, 1729.2 Mr. Trow opened a tayern here, which he conducted as long as he lived. He died in the spring of 1746. The real estate was divided April -, 1755, the southwest part of the house being assigned to the widow as a part of her dower, and the remainder of the house and land around the buildings to his son George Trow. George Trow of Beverly, innholder, for forty pounds, conveyed his part of the estate to Benjamin Brown of Beverly, husbandman, Feb. 17, 1756.3 George Trow then entered the army, and died at camp near Lake George a few months later. Administration was granted upon his estate Dec. 6, 1756; and his two-thirds of the house and land with the barn and stable are included in the inventory of his estate. It may have been to make this transfer to Mr. Brown for some other purpose than an outright sale, for Mr. Brown died in 1701, being still a husbandman, and his children, Thomas Towne of Danvers, cordwainer, and wife Anna, Benjamin Creesy, jr., of Beverly and wife Mehitable, Benjamin Browne of Beverly, husbandman, and Mary Browne of Beverly, singlewoman, conveyed to widow Elizabeth Raymond, Anna Towne, wife of Samuel Towne, and Hannah Trow, singlewoman, all of Beverly, children of the late William Trow and heirs of their brother George Trow, the same interest in the estate, Nov. 9, 1764.4 Elizabeth Raymond of Beverly, widow, conveyed to Solomon Towne, of Beverly, cordwainer, her interest in the estate Oct. 8, 1765;5 and Solomon Town came here and conducted the tavern. Solomon Town of Beverly, innholder, and his wife Hannah conveyed their interests in the house, barn, land, etc., to Jonathan Dodge, 2d, yeoman, and Peter Shaw, cordwainer, both of Beverly, March 16, 1772;6 and these grantees conveyed their interest in the estate to John

¹Essex Registry of Deeds, book 30, leaf 174. ²Essex Registry of Deeds, book 122, leaf 223. ³Essex Registry of Deeds, book 103, leaf 148.

^{*}Essex Registry of Deeds, book 131, leaf 84. *Essex Registry of Deeds, book 124, leaf 11.

Essex Registry of Deeds, book 129, leaf 240.

of Degrees, cordwalger, and wife Anna, Ugnjamin Green. ir. of Beverly and wife Memicable, Benjamin Browns, of

"Raser Registry of Drody, book 5% lest 174.

"Exter Registry of Dredt, book 42% best 228.

"Exter Registry of Dredt, book 10%, leaf 448.

"Raser Registry of Dredt, book 11%, leaf 94.

"Exter Registry of Dredt, book 12%, leaf 94.

"Exter Registry of Bredt, book 12%, leaf 240.

Knowlton of Newburyport, shipwright, March 17, 1773.1 Mr. Knowlton and his wife Anna (daughter of the late William Trow and an heir of her brother George Trow) conveyed the whole estate to Samuel Endicott of Danvers, innholder, July 24, 1773.2 Mr. Endicott came here and while conducting the tavern died Dec. 8, 1773. Upon the division of his real estate, "The Dwelling Tavern House in Beverly & Barn with a good Shed for Horses & about 60 square Poles of Land adjoining thereto," valued at one hundred and eighty-six pounds, thirteen shillings and four pence, was assigned to his daughter Sarah Endicott, who afterwards married Francis Yates; and the inn was discontinued. Mr. and Mrs. Yates, who were then "of a place called No 6 pleasant river," in Lincoln county, for one hundred and thirty-six pounds and five shillings, conveyed to Moses Brown and Israel Thorndike, both of Beverly, merchants, the dwelling house, barn and land Aug. 9, 1787;3 and said grantees, for fifty-one pounds, conveyed the same buildings and land to Joseph Chipman of Beverly, gentleman, who owned the land around it, April 18, 1793.4 The buildings were gone before 1817, while the estate was owned by Mr. Chipman.

John Conant House. This lot was a part of the forty-five acres of land conveyed, for love, by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20, 1666. Exercise Conant built a house upon the lot immediately, and lived here until he conveyed it with the barn and land to his "cousin" John Conant of Beverly May 25, 1695. He then removed to Windham, Conn. John Conant was a yeoman and lived here until he conveyed the estate, for one hundred and ninety-seven pounds, to Rev. John Chipman, the pastor of the new North Beverly church, for a parsonage, Sept. 6, 1715.7 Mr. Chipman lived here until his death, March 23, 1775.

¹Essex Registry of Deeds, book 131, leaf 84.

Essex Registry of Deeds, book 131, leaf 271.

³Essex Registry of Deeds, book 147, leaf 206. ⁴Essex Registry of Deeds, book 156, leaf 276.

^{*}Essex Registry of Deeds, book 3, leaf 30.

Essex Registry of Deeds, book 22, leaf 192.

Essex Registry of Deeds, book 30, leaf 3.

Knowlton of Eswburgoort, shipwright, March 17, 1778.

Mr. Knowlton and hil offe Anna Changher of the late william Trow and an heir of her brother George Trow) william Trow and an heir of her brother George Trow) year, incheder, Jaly 21, 1778.

It. Endicate established and heart of The Brething and while conducting the terrent died Dec. 8, 1773.

Thrend House in Herrard & Harn with a good Shed for Hoises & about 50 aquare Poles of Land adjuncting thereto," valued at one hundred and alghipera grounds, thereto," valued at one hundred and alghipera grounds, daughter Sarah Endicate mad and algebraic grounds, daughter Sarah Endicate, who afterwards opening the interior of a place called if the blassant of these, who were then was discontinued. He had algority of the land river in Lincoln country, for one handred and things on the pounds and fire both of Berwire, matches the dwell land has been being the bound to blasse the dwell pounds and to lose the land has the same Endiching were good to the same Endiching were the land and the same Endiching were good to be same bridge who owned the land change of the land in Joseph Chimman of Devery, gentleman the buildings were good before 1817, while the estate was building were good before 1817, while the estate was building were good before 1817, while the estate was

John Change Shure. This lot was a part of the feet five acres of Ind conveyed, for leve, by Moger Consul at Salem, yeoman, to his son Frarcies Consul Nov. 20, 1866. Exercise Consult built a house upon the lot incomediately, and lived here mutil be conveyed it with the barn and land to his "consiq" John Consult of the "consiq" John Consult was a yeoman and lived here than the extent for one hundred and manny seven years the extent for one hundred and manny seven younds, to Rev. John Chipman, the partir of the new York North Beverly church, for an entended, Sept. 5, 1711.

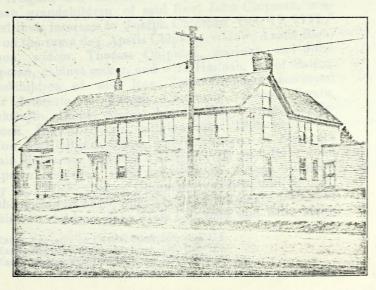
North Beverly church, for a personage, Sept. 5, 1711.

TRANCE Registry of Davids, book 121, leaf St.
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Trance Registry of Davids, book 147, leaf 373,
Trance Registry of Davids, book 22, leaf 302,
Trance Registry of Davids, book 22, leaf 103,
Trance Registry of Davids, book 23, leaf 103,
Trance Registry of Savins, book 25, leaf 104,
Trance Registry of Savins, book 25, leaf 30-

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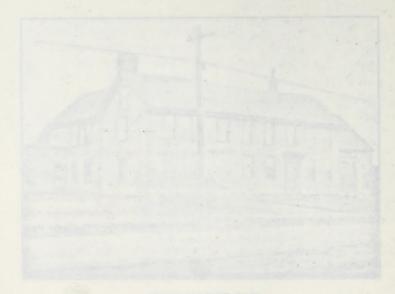
JOHN CONANT HOUSE
From a photograph made about 1878



JOHN RAYMENT HOUSE



dame constituents adjust.



JOHN THEMYAM AMOS

In his will he gave eight-elevenths of his real estate to his children, Henry, Joseph, Benjamin, Elizabeth, Sarah, Mary, Hannah and Abigail, one-eleventh to the six children of his son John, deceased, one-eleventh to the seven children of his son Samuel, deceased, and one-eleventh to the eight children of his daughter Rebecca, deceased. The lot and buildings were then appraised at two hundred and thirteen pounds, six shillings and eight pence. Benjamin Chipman, mariner, Timothy Leach, yeoman, and wife Mary, William Grover, gentleman, and wife Abigail, all of Beverly, Henry Chipman of Newburyport, gentleman, and Miles Ward, 3d, of Salem, glazier, and wife Hannah, children of Rev. John Chipman, conveved their interests in his estate to their brother Joseph Chipman of Salem, gentleman, May 17, 1777.1 John Leach of Beverly, Joseph Thorndike of Jeffries, N. H., yeoman, and wife Sarah, Samuel Moore, jr., of Worcester, yeoman, and wife Anna, surviving children of Sarah Leach, a devisee in the will of Rev. John Chipman, conveyed their interests in said estate to Joseph Chipman May 22, 1777.1 William Blackley of Beverly, gentleman, and wife Rebecca, Peter Bubier of Lancaster, gentleman, and wife Abigail, and Elizabeth Chipman of Salem, singlewoman, grandchildren of said Rev. John Chipman, conveyed their interests to Joseph Chipman Oct. 17, 1777;2 and on the same day Anstis Chipman, widow, Anstis Richardson, widow, Thomas Chipman, mariner, and John Chipman, cabinet-maker, and wife Hannah, all of Salem, grandchildren of said Rev. John Chipman, conveyed their interests to Joseph Chipman.² Joseph Swain, blacksmith, Daniel Swain, hatter, Mary Swain, singlewoman, Hannah Swain, singlewoman, Deborah Leach, widow, and Rebecca Obear, widow, children of Elizabeth Swain, deceased, who was a daughter of said Rev. John Chipman, conveyed their interests to Joseph Chipman May 22, 1778.3 Joseph Chipman lived here until he died, in the spring of 1817, intestate; and the estate descended to his two children, John Hale Chipman and Eliza Maria

Essex Registry of Deeds, book 136, leaf 174.
Essex Registry of Deeds, book 136, leaf 173.

Essex Registry of Deeds, book 136, leaf 175.

Ersex Registry of Deeds, book 199, leaf 174, Essex Registry of Deeds, book 130, leaf 175, Essex Registry of Deeds, book 130, leaf 175,

Chipman. She released the house and land to her brother April 21, 1834; and he conveyed the land and buildings to Sullivan Brown of Beverly, farmer, May 10, 1845.2 Mr. Brown conveyed the house and land to John I. Baker of Beverly April 21, 1853; and Mr. Baker conveyed the estate to Miss Eliza Maria Chipman of Beverly on the same day.4 Miss Chipman conveyed to Edward B. Lovett of Beverly the land and house, except the south front room and the chamber and garret over that room and the southwest room and back entry in the house, etc., May 3. 1888.5 Mr. Lovett and James H. Chipman, both of Beverly, conveyed the same to Frank A. Woodbury of Beverly May 5, 1888;6 and Frank E. Chipman of St. Paul. Minn., released his interest in the house to Mr. Woodbury May 16, 1888.7 Miss Chipman died Aug. 6, 1890, and James E. Chipman, the residuary devisee in her will, released his interest in the house to Mr. Woodbury June 24, 1891.8 Mr. Woodbury has owned the estate ever since that time.

William Dodge Lot. This lot of land belonged to William Dodge, jr., in 1666, and to Capt. William Dodge in 1700.

Peter Woodbury Lot. Dea. Peter Woodbury apparently owned this lot of land in 1696 and 1700.

Nathaniel Rayment House. The northern part of this lot was conveyed by John Rayment, sr., of Beverly, yeoman, for love, to his son Nathaniel Rayment of Beverly, yeoman, with "my mansion house," barn and land, Jan. 15, 1696-7.9

The remainder of the lot came into the possession of Nathaniel Rayment soon afterward, it being owned in 1696 by William Rayment.

Nathaniel Rayment died Jan. 8, 1749. The dwelling house, barn and other buildings were then valued at one

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<sup>1</sup>Essex Registry of Deeds, book 217, leaf 165.

<sup>2</sup>Essex Registry of Deeds, book 353. leaf 296.

<sup>3</sup>Essex Registry of Deeds, book 476, leaf 68.

<sup>4</sup>Essex Registry of Deeds, book 476, leaf 69.

<sup>5</sup>Essex Registry of Deeds, book 1223, page 147.

<sup>6</sup>Essex Registry of Deeds, book 1223, page 148.

<sup>7</sup>Essex Registry of Deeds, book 1213, page 149.

<sup>8</sup>Essex Registry of Deeds, book 1319, page 198.
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Essex Registry of Deeds, book 12, leaf 32a.

Chipman. She released the house and land to her brother April 31, 1833; and he courses the land and bolldings to Solitived Room of Beredy, tarmer, May 10, 1833; Mr. Brown courseyed the house and land to John I. Baker of Beredy April 21, 1853; and Mr. Baker courseyed the sound of Beredy April 21, 1853; and Mr. Baker courseyed the estate to Miss Chipman congressed to Edward in Lorsest of Beredy (the Since Marin Chipman of Breedy on the come and the chardy the inned and book except the routh it control word the chard and the course west that from and the course west to Beredy, conveyed the same to Frank A. Woodhury of Beredy, conveyed the same to Frank A. Woodhury of Beredy, the first his interest in the house to Mr. Woodhury of Sank May 15, 1853; Mr. Chipman died Aug. 6, 1800, and May 15, 1853. Mr. Woodhury devised in her will. May 16, 1854. Mr. Woodhury has owned the estate ever alone that time.

William Design Lot. This lot of land belonged to Wil-

Puter Woodblock Las. The Sales West

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National Rayment House. The northern part of this lot was convayed by John Rayment er, of Beverly, yearner, for love, to his non Nathaniel Rayment of Beverly, yearnen, with "my manufon house," barn and iznel, Jan. 165.1656.7.

The remainder of the lot came into the possession of Nathaniel Rayment soon afterward, it being owned in

1696 by William Raymond.

Nathaniel Hayment died Jen. S, 1782. The dwelling bours, bern and other bellings were then vidual at one

Resex Registry of Deads, book 217, had 165, Exsex Registry of Deads, book 365, had 200, Exsex Registry of Deads, book 375, had 68.

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retex Bed and a press, post, and and and and and and and and and an and an analysis of the same and an analysis are same as a same

Bases Registry of Double, book 1517, page 168

hundred and fifty pounds. In the division of the estate, April 2, 1752, the barn and land around it were assigned to his son David Rayment; but the house remained undivided among the four sons, David, Benjamin, George and Nathaniel, to whom the real estate was devised in the will of the deceased. Benjamin Raymond, gentleman, Nathaniel Raymond, cooper, Ebenezer Trask, gentleman, and wife Elizabeth, Joseph Corning, cooper, and wife Hannah, and widow Rebecca Sears, all of Beverly, and Mary Preston of Chester, N. H., widow, conveyed their interests in the house and land around it to Joseph Raymond of Beverly, housewright, July 1, 1769.1 Joseph Raymond died Aug. 17, 1807, having devised to his wife Lidy the improvement of all his estate, while she remained his widow, and then to become the property of his daughter Molly. The house disappeared soon afterward.

Joseph Balch Lot. This lot of land was the property of John Balch, who was drowned June 16, 1662. The court decided, March 31, 1663, that his widow should enjoy his estate seven years, and then it should become the property of his brother Benjamin Balch, sr., of Beverly, yeoman. Benjamin Balch conveyed it to his son Benjamin Balch, jr., of Beverly Feb. 1, 1688-9; and the grantee died possessed of it in 1698. In the division of his estate, May 6, 1699, this was assigned to his son Joseph Balch, who owned it in 1700.

Ruth Balch Lot. This lot belonged to John Balch, who was drowned June 16, 1662. The court ordered, March 31, 1663, that his widow should enjoy his estate seven years, and then it should become the property of his brother Benjamin Balch, sr., of Beverly, yeoman. Benjamin Balch conveyed it to his son Benjamin Balch, jr., of Beverly Feb. 1, 1688-9;² and the grantee died owning it in 1698. In the division of his estate, May 6, 1699, this lot was assigned to his daughter Ruth Balch,

who owned it in 1700.

William Dodge Lot. This lot of land was a part of a larger lot which belonged to John Balch, who was

¹Essex Registry of Deeds, book 151, leaf 128. ²Essex Registry of Deeds, book 21, leaf 20.

hundred and fifty pounds. In the division of the extens. April 2, 1752, the barn and hard around it were uniqued to his son David Rayment; but the house remained undivided among the lour sons, David, Benjamin, George and Nathoniel, to whom the real estate was devised in the will of the deceased. Benjamin Raymond, gestleman, Nathoniel Raymond, cooper, Ebeneuer Track, gestleman, and wide Elirabeth, Joseph Corning, cooper, and wife Hanneth, and widow Rebecce Sears, all of Beverly, and interests in the house and land around it to Joseph Raymond of Beverly, house and land around it to Joseph Raymond died Ang. 17, 1807, having devised to his menained his widow, and then to become the property of wile Lidy the improvement of all his estate, while she remained his widow, and then to become the property of this daughter Molly. The house disuppeared soon afterward.

Joseph Maleh Let. This lot of hard was the property of John Halah, who was drowned Jose 16, 1682. The court decided, March 21, 1663, that his widow should court decided, March 21, 1663, that his widow should become the property of his brother Banjamin Halah, ar., of Beverly remain Halah, ir., of Beverly Feb 1, 1668-9; and the grantes died possessed of it in 1898. In the division of his estate, May 6, 1629, this was assigned to his sent Joseph Halah, who owned it in 1700.

Rath Butch for. This los belonged to John Belch, who was drawned Jone 16, 1662. The court dedered, March 31, 1663, that his widow should enjoy his estate soven years, and then it should become the property of his brother Henjamin Balch, ar, of Beverly, yeomen. Benjamin Balch conveyed it to his son Benjamin Balch, jr., of Beverly Feb. I, 1688-9 4 and the grantee disc, owning it in 1698. In the division of his estate, May 6, owning it in 1698. In the division of his estate, May 6, who owned it in 1700.

William Dodye Let. This lot of land was a part of a

Reser Registry of Deeds, book 15; lest 105

drowned June 16, 1662. The county court decided, March 31, 1663, that his widow should enjoy his estate seven years, and then it should become the estate of his brother Benjamin Balch. Benjamin Balch, sr., of Beverly, yeoman, conveyed a part of John Balch's land to William Dodge, 2d, of Beverly, maltster, Jan. 15, 1663, which lacked the quantity supposed to be sold and conveyed, and arbitrators were appointed to decide what should be done to satisfy Mr. Dodge. They reported that this portion of the land of the deceased on this corner should be conveyed to him; and this was done April 29, 1683. Mr. Dodge owned the lot in 1700.

Ebenezer Balch Lot. This lot of land belonged to John Balch, who was drowned June 16, 1662. The court ordered, March 31, 1663, that his widow should enjoy his estate seven years, and then it should become the property of his brother Benjamin Balch, sr., of Beverly, yeoman. Benjamin Balch conveyed it to his son Benjamin Balch, jr., of Beverly Feb. 1, 1688-9;² and the grantee died owning it in 1698. In the division of his estate, May 6, 1699, this lot was assigned to his son Ebenezer Balch, who

owned it in 1700.

Henry Herrick Lot. Jonathan Rayment, jr., owned this land in 1688; and Henry Herrick, sr., owned it in 1699 and 1700.

Ebenezer Balch Lot. This lot belonged to John Balch, who was drowned June 16, 1662. The court ordered, March 31, 1663, that his widow Mary Balch should enjoy his estate seven years, and then it should become the property of his brother Benjamin Balch, sr., of Beverly, yeoman. Benjamin Balch conveyed it to his son Benjamin Balch, jr., of Beverly Feb. 1, 1688-9; and the grantee died possessed of it in 1698. In the division of his estate, May 6, 1699, this lot was assigned to his son Ebenezer Balch, who owned it in 1700.

Samuel Balch Lot. This lot of land was conveyed by Benjamin Balch, sr., of Beverly, yeoman, to his son Benjamin Balch Feb. 1, 1688-9; and it belonged to Samuel

Balch in 1700.

¹Essex Registry of Deeds, book 8, leaf 183. ²Essex Registry of Deeds, book 21, leaf 20.

drowned Jane 16, 1662. The county count decided, March 31, 1663, that his malon should enjoy his estate of his estate person years, and then it should historing the estate of his prother Benjamin fields. Handamin Balch, et., al lievelly, years, courveyed a part of John Calely-land to William Dodge, Md. of Boyetly, maleter, Jan 16, 1663, which lacked the quantity responsed to be void and required and activities and activities were expensed to be vield what about he done to satisfy Mr. Bodge. They reported that this condense to him and this was done April 22, 1883. Mrs. Dodge extend the last of the was done April 22, 1883. Mrs. Dodge extend the lot in 1700.

Abmese Hald Let. This lot of had belonged to John Balch. Who was drowned June 16, 1602. The course splend, Alank 31, 1603, there his widow should ealer his widow should become the property calain seven year, and then it should become the protter Benjamin Balch. st. of Bereil, venness of Bankeria Halds copyered it to his son Benjamin Balch, it. of Bereily Feb. 1, 1635-9 f. and the grantes died owning it to 1694. In the division of his extres Alay 6, who coming it to 1694. In the division of his extres Alay 6, who

north of it barren

Hard in 1688; and Henry Herdel, sr., owned, it in 1690

and 170

Educate Hairs for This les belonged to John Baiell, who was drowned June 16, hair. The court ordered, March 31, 1963, that his widow blary Balch should saying his cetate seven pairs, and then it should become the property of his breaker Hanjandy Bajoh, as, at Heverly yeoman. Bergann Balch, jr., of Borerly Feb. 1, 1655-9, and the sauruse died possessed of it in 1698. In the divinion of his cetate, May 6, 1609, this lot was assigned to his son Linear Balch, who owned it in 1700.

Smauel Bulch Let. This ict of land was conveyed by Benjamin Balch, ar., of Boyer's, yeoman, to his son Benjamin Balch Est. 1, 1688-9; and it belonged to Samuel

"Essex Registry of Dords, book 8, seat 163.

John Conant Lot. This lot of land belonged to John Conant in 1700.

John Rayment House. This was probably a portion of the two hundred acres granted by the town of Salem to William Trask Jan. 25, 1635-6. It was relinquished by him, and then granted to Thomas Scruggs May 2, 1636. Mr. Scruggs died in the spring of 1654; and his widow Margery Scruggs of Salem conveyed it to her son-in-law John Rayment June 24, 1654. Mr. Rayment's son John Rayment, ir., was living in a house upon this lot in 1683; and John Rayment, sr., of Beverly, yeoman, for love, conveyed to his son John Rayment, jr., of Beverly, yeoman, this part of that tract of land Jan. 12, 1696.1 John Rayment, jr., sold the house and lot to his brother Thomas Rayment of Salem Village, yeoman; and Thomas Rayment conveyed the estate to his brother Jonathan Rayment of Beverly, yeoman, Dec. 29, 1704.3 Jonathan Rayment of Beverly, yeoman, for fifty-five pounds, conveyed to Isaac Hull of Wenham, cordwainer, this dwelling house and land Jan. 15, 1705-6.3 Mr. Hull lived here, and died in the spring of 1706, having devised in his will the house and land to his daughter Sarah Hull. The dwelling house, barn, an old shop, orchard and five acres of land were then appraised at forty-five pounds. She lived in Salem, being a spinster, when she agreed to marry Henry Sweeting of Rehoboth, cloth-maker, and, Nov. 4, 1714, made an ante-nuptial agreement that all her estate shall remain hers to be disposed of as she may desire. She apparently conveyed the land and buildings to her brother Isaac Hull, sr., of Beverly, cordwainer, before 1717, when he owned the estate. He died March 22, 1722-3, intestate. His daughter Mary married Ebenezer Wallis of Beverly, housewright, and, for two hundred and forty pounds, they conveyed the house, barn and land to Dr. Benjamin Jones of Beverly Feb. 24, 1736.4 Doctor Jones died June 23, 1794. William Jones of Danvers, tailor, Joshua Herrick of Beverly, gentleman, and wife Mary,

Essex Registry of Deeds, book 23, leaf 216.

²Essex Registry of Daeds, book 43, leaf 308.

³Essex Registry of Daeds, book 39, leaf 175.

⁴Essex Registry of Daeds, book 94, leaf 120.

John Connect Let. This lot of head belonged to John

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Serez Registry of Deeds, brok 23, lest 214. Never Registry of Dwelt, books 43, lest 215, Names Registry of Doods, book 24, lest 275, Phys. Registry of Looks, book 23, lest 275, Phys. Registry of Looks, book 23, lest 275,

in her right, and Hannah Jones, spinster, of Beverly, conveyed the estate of "our grandfather Benjamin Jones, esquire, and his first wife Mary, both of Beverly, deceased," to Billy Porter of Beverly, esquire, March 3, 1801,1 and, for a similar consideration, Mr. Porter conveved twenty-two acres of land with the house and barn, being the south end of the house the widow Mary Jones occupies, to Joshua Herrick of Beverly, gentleman, April 4, 1801.2 Mr. Herrick, for seven hundred dollars, conveyed to Ebenezer Shillaber of Salem, merchant, the house, barn and land on the day of his purchase.3 Mr. Shillaber died in the winter of 1807-8, intestate. His heirs owned the estate in 1813. Ezra Dodge of Wenham and wife Sophia, in her right, for forty-two hundred and fifty dollars, conveyed the estate to John I. Baker of Beverly March 24, 1871; and Mr. Baker, for twenty-five hundred and fifty dollars, conveyed it to Lakeman Southwick of Beverly April 30, 1872.5 Mr. Southwick, for three thousand dollars, conveyed it to Edwin Southwick of Danvers Dec. 11, 1874;6 and Edwin Southwick, for a similar consideration, conveyed it to Augusta W. Southwick of Beverly Dec. 14, 1874.7 Miss Southwick conveyed it to Esther Caldwell of Beverly June 22, 1888;8 and Miss Caldwell conveyed it to Elizabeth Augusta Lovett of Beverly March 15, 1899.9 Miss Lovett conveved the estate to Fred H. Wallis and Mabel A. Wallis, both of Beverly, Oct. 3, 1904;10 and Mr. and Miss Wallis have since owned the place. The eastern end of the house is an addition to the original house apparently, perhaps about 1800.

Peter Woodbury House. This lot of land was probably a part of the two hundred acres granted by the town of Salem to William Trask Jan. 25, 1635-6. It was relin-

¹Essex Registry of Deeds, book 204, leaf 203. *Essex Registry of Deeds, book 169, leaf 113. ⁸Essex Registry of Deeds, book 167, leaf 246. Essex Registry of Deeds, book 822, leaf 55. Essex Registry of Deeds, book 851, leaf 282. Essex Registry of Deeds, book 918, leaf 248. Essex Registry of Deeds, book 919, leaf 83. *Essex Registry of Deeds, book 1226, page 226. *Essex Registry of Deeds, book 1572, page 339.

¹⁰ Essex Registry of Deeds, book 1755, page 117.

decessed," to ililly Porter of Bayerly, equire, Month S. three throughout dollars convered it to Edwa South let-

A part of the two landred neres granted by the hear of Salem to William Track Jan. 25, 1005-6. It was relin-

Passes Registry of Deeds, book 201 leaf 202.

Passes Registry of Deeds, book 157, leaf 448.

Passes Registry of Deeds, book 557, leaf 448.

Passes Registry of Deeds, book 558, leaf 558.

Passes Registry of Deeds, book 558, leaf 558.

Passes Registry of Deeds, book 557, page 518.

Passes Registry of Deeds, book 5671, page 518.

Passes Registry of Deeds, book 5770, page 518.

quished by him, and then granted to Thomas Scruggs May 2, 1636. Mr. Scruggs died in the spring of 1654; and his widow Margery Scruggs of Salem conveyed it to her son-in-law John Rayment June 24, 1654. John Rayment, sr., of Beverly, yeoman, for love, conveyed this part of that tract to his son John Rayment, jr., of Beverly, yeoman, Jan. 12, 1696.

That part of this lot lying easterly of the dashes was conveyed by Mr. Rayment to Peter Woodberry, sr., of Beverly March 4, 1696-7.2 Mr. Woodberry evidently had built a dwelling house thereon for his son Peter

Woodberry, who then dwelt therein.

That part of the lot lying westerly of the dashes was conveyed by Mr. Rayment to Peter Woodberry, jr., May 14, 1697.²

That part of the lot lying northerly of the dashes was conveyed by Joseph Herrick, sr., of Salem Village, yeo-

man, to Peter Woodberry, jr., April 12, 1697.3

Dea. Peter Woodberry, sr., died July 5, 1704, having in his will devised the house his son Peter "now lives in" and the land around it "I bought of John Rayment" to his son Peter Woodberry. The son Peter was a yeoman, and continued to live here. Deacon Woodberry died Jan. 8, 1706-7; and the dwelling house and houselot were then appraised at one hundred pounds. His sons Benjamin Woodberry and Peter Woodberry, both of Beverly, yeomen, made a division of their father's real estate Feb. 28, 1728-9; and the house, barn and land were released by Benjamin to Peter.4 Peter Woodberry was a yeoman, and lived here. He died in the spring of 1775; having devised to his wife Hannah the improvement of the western end of his dwelling house, which was two-story in height, and the remainder of the house and homestead to his son John Woodberry. The house and land around it was then valued at one hundred pounds. Capt. John Woodberry died Sept. 3, 1813; and in the division of his real estate, May 5, 1815, the house

Essex Registry of Deeds, book 14, leaf 128.

Essex Registry of Deeds, book 12, leaf 134. Essex Registry of Deeds, book 12, leaf 135.

^{*}Essex Registry of Deeds, book 56, leaf 132.

quibed by him, and then granted to Thomas Sorman May 2, 1636. Mr. Serugge died to the spring of 1652; and his widow Margery Serugge of Salam conveyed it to her son-in-law John Raymant June 21, 1664. John Raymant, et., of Heverly, yeoman, for love, conveyed this part of that tract to his sen John Raymont, pr., of lievcely, yeoman, Jun. 12, 1696.

That part of this lot lying custorly of the dashes was conveyed by Mr. Rayment to Peter Woodberry, et., of Beverly March 4, 1696.7. Mr. Woodberry evidently had built a dwelling house thereon for his son Veter

Woodberry, who then dwelt therein

That part of the low lying westerly of the dashes was conveyed by Mr. Sayment to Peter Woodberry, Jr., May 1697 2

That part of the lot fefor northede of the dayles was conveyed by Joseph Herrick, etc. of Salem Village, year

in its will devised the bound his new Heter " now have in " and the hand around it " I bought of Join Express." in " and the hand around it " I bought of Join Express." to his son Peter Woodborn, The son Peter wood of you have now, and continued to live here. Demon Woodbarry and Let. 8, 1704-7; and the dwelling boose and hence house their sons Benjamin Woodberry and Peter Woodbarry, both of sons Benjamin Woodberry and Peter Woodbarry, both of Boverly, younen, made a division of their fathers, had were released by Handanian to Peters. Peter Woodbarry was a younge, and lived here. He died in the agring of 1775; having devised to his wife Handah the tapprovement of the western end of his dwelling house, which and bomestead to his son John Woodberry. The bouse and hand around it was then valued at one handred and land around it was then valued at one handred pounds. Capt John Woodberry died Sept S, 1812; and the district of this real estate, May, 5, 1812, the house in the district of this real estate, May, 5, 1812, the house in the district of this real estate, May, 5, 1815, the house

Pases Bargister of Deads, book 18, test 178.

Truex Registry of Diseas, book 16, best 16.

and land around it was assigned to his son Benjamin Woodberry. Benjamin Woodberry was succeeded by his son of the same name, who lived here and was a mariner. The son Benjamin Woodberry died Jan. 11, 1841, and the estate was inherited by his son Levi Woodberry. Levi Woodberry died June 22, 1896; and by order of the probate court the house and lot were assigned to his widow Mary Ann Woodberry March 27, 1899. She resided here; and died Sept. 16, 1902, having devised the house and land to Joseph F. Andrews of Beverly. Mr. Andrews conveyed the estate to Susan T. Linnell of Saco, Me., May 18, 1906; and on the same day she conveyed the same to his wife Lucy S. Andrews. Mrs. Andrews still owns and with her family occupies the house and land.

Isaac Hull Lot. William Dodge, John Rayment, Roger Conant, Benjamin Balch and Peter Woodberry "of Basse river in Salem" conveyed this lot to Isaac Hull of Bass river, cooper, June 7, 1664; and Mr. Hull owned it in 1700.

William Rayment Lot. Capt. William Rayment of

Beverly owned this lot of land in 1700.

Benjamin Balch Lot. This lot of land belonged to Benjamin Balch in 1673; and he apparently owned it in 1700.

John Conant Lot. Roger Conant of Beverly, yeoman, owned this lot Feb. 4, 1673, when he conveyed that part of it lying southerly of the dashes to his grandson John Conant of Beverly, house-carpenter, "my kinsman."

Roger Conant died Nov. 19, 1679; having in his will devised that part of this lot lying northerly of the dashes

to his said grandson John Conant.

Thus John Conant became possessed of the entire lot. He removed to Marblehead about 1688; but this land

belonged to him in 1700.

Lot Conant Lot. This lot of land was conveyed by Exercise Conant to John Conant, sr., before 1684; and Lot Conant owned it in 1688 and probably in 1700.

¹Essex Registry of Deeds, book 1825, page 216. ²Essex Registry of Deeds, book 3, leaf 78.

Essex Registry of Deeds, book 4, leaf 50.

and land around it was assigned to his and Benjamin Woodberry. Benjamin Woodberry was succeeded by his son of the same came, who lived here and was a marken the son Benjamin Woodberry died dan. II, 1841, and the estate was inherited by his son Levi Woodberry, Levi Woodberry died Jane In, 1846; and by order of the probate bate court the homee and let were sargued to his widow hary Ann Woodberry March II, 1896. She resided here; and died Sept 16, 1962 having devised the house and lead to deep his Andrews of Bereity. Mr. Andrews on same the same in Same Mey May 18, 1806 it and on the same they she conveyed the same in his wife land to Same II. Enneally of Same Me, May 18, 1806 it and on the same that she conveyed the same has sone has and reth her family occupies the house and the same the house and the house and said.

Lease Hall Let William Dedge, Inin Easument, Roger Gonnat, Hone Westerry of Basse river in Saleta " conveyed this let to Issue Hall of Easuriver, cooper, June 7, 1041 & and Mr. Hall owned it is

trillian Raymont Lat. Copt. William tlay-men

2007 I or band to tol side Botton whereast

Benjamin Balch Lbc. This lot of land belonged to the Honjamin Balch in 1672; and no apparently owned it in

John Count Lot, Roger Conant of Beverit, polices, owned this lot Feb. 4, 1673, when he courselyed that you of it lying southerly of the dashes to his greatern, John of its lying southerly of the dashes to his greatern, John

Roger Cousns died Nov. 19, 1679; having to bis grid devised that part of this lot lying northerly of the dayler

Thus John Conset became possessed of the subtre los. He removed to Marblehead about 1628; but this lan

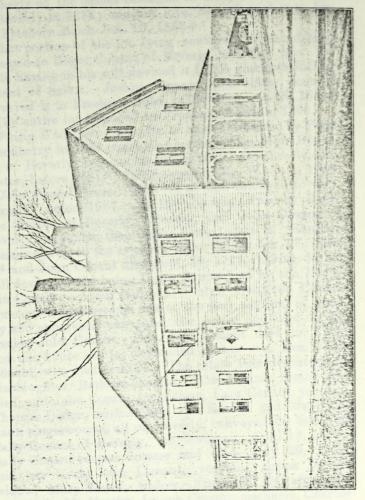
belonged to him in 1700.

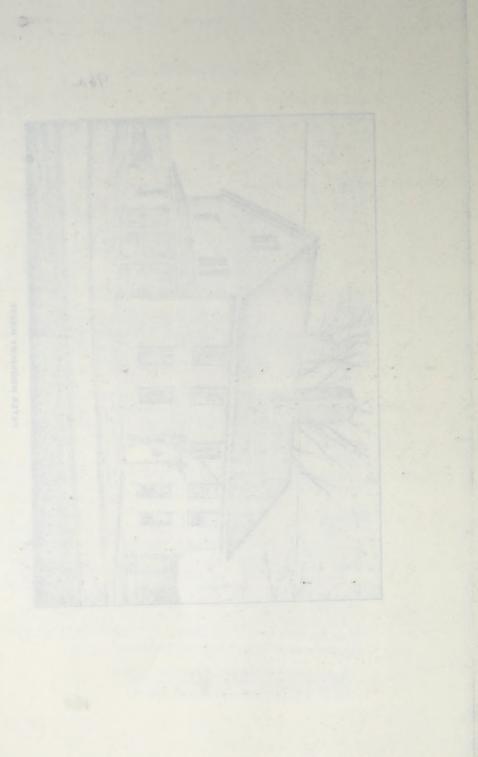
Lot Count Lot. This lot of land was conveyed by Exercise Count to John Connut, st., before 1684; and Lot Count owned it in 1685 and probably in 1709.

Maney Registry of Boods, book 1810, page 216.

Mann Registry of Breds, book 4, lest by.







Freeborn Balch Lot. That part of this lot of land lying northerly of the dashes belonged to Benjamin Balch, sr., of Beverly in 1684; and, for love, he conveyed it to his son Freeborn Balch Jan. 18, 1688-9.

That portion of the lot lying southerly of the dashes belonged to Roger Conant of Beverly, who died Nov. 19, 1679, having in his will devised it to his grandson Joshua Conant of Salem. Joshua Conant, for thirty pounds, conveyed it to Freeborn Balch of Beverly Dec. 20, 1684.²
The entire lot belonged to Freeborn Balch in 1700.

Philip White Lot. This lot of land was owned by Peter Woodberry in 1684; and was conveyed by John Dodge, 2d, of Beverly, yeoman, to Philip White of Beverly, carpenter, before 1687.3 It belonged to Mr. White in 1700.

John Conant House. This lot of land belonged to "Mr. Conant" before 1684. In 1691, it was owned by Exercise Conant of Beverly, yeoman, and John Conant of Beverly, carpenter, then had a house upon it. Exercise Conant conveyed the estate to John Conant Jan. 27, 1691-2;4 and John Conant died Sept. 30, 1724, having in his will devised "the house I now live in" to his son Benjamin Conant. About four years later, Benjamin Conant. removed to and became one of the first settlers of Dudley and apparently conveyed the house and land to his brother John Conant. Dea. John Conant died in 1755. and this house and lot descended to his son, Dea. John Conant, who died in 1781. The estate then descended to his daughter Bethiah Conant. She became insane and died, and John Conant, gentleman, Ezra Conant, veoman, Thomas Dodge, mariner, and wife Eunice and Mary Conant, singlewoman, all of Beverly, conveyed the estate to Sally Conant of Beverly, singlewoman, April 18, 1816. Sally Conant became insane and died July 20, 1850, and her heirs, John Conant, yeoman, Emma Dodge, widow, Mary Foster, widow, Francis R. Edwards, yeoman, and wife Martha, Joseph Conant, mechanic, Charles G. Conant, yeoman, all of Beverly, and Ezra Conant and

Essex Registry of Deeds, book 8, leaf 147.

Essex Registry of Deeds, book 8, leaf 146.

²Essex Registry of Deeds, book 8, leaf 71. ⁴Essex Registry of Deeds, book 21, leaf 230.

Essex Registry of Deeds, book 209, leaf 174.

Freedown Haled Lat. Thus part of this lot of land lying northerly of the dashes belonged to Diriginal Selan, at, of Heverly in 1884; and, for love, he conveyed it to his on Breedown Bulch Jan. 18, 1828-3.

That pertion of the lot tring southerly of the delice belonged to Royer Consus of Berrett, who died Nov. 16, 1679, having in his will devised a to the granden delice Consus of Salem. Johns Counse, lot thurs regards, courseyed it to Presborn Balen of Berret; then 30, 168-1.7

Consert conveyed the cetate to John Chrone Jon St. 1651.
2 4 and John Connet then Sept. 80, 1724, having he big

Paser Registry of Bands, beek S, heat 147.

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*Reser Registry of Dunds, beek UN lest 400.

*Reser Registry of Dunds, beek UN lest 400.

Herbert T. Conant, both of Salem, masons, conveyed it to David Bailey of Beverly, yeoman, March 20, 1851. Mr. Bailey died, and the administrator of his estate conveyed it to Sophronia Bailey of Beverly, singlewoman, April 17, 1867. Miss Bailey conveyed it to Lambert Jackson of Salem April 29, 1868; and Mr. Jackson conveyed it to Thomas B. Russell of Salem July 20, 1872. Mr. Russell died April 2, 1881, and the house and land was assigned to his widow Lydia A. Russell in fee. She conveyed the estate to Morris M. Younger of Beverly July 12, 1883. Mr. Younger conveyed it to Charles E. Riva of Beverly Aug. 26, 1884; and Mr. Riva took the old house down immediately.

Edward Dodge Lot. This tract of land belonged to Edward Dodge in 1700. The burial ground on this lot

was established not long afterward.

Thomas Edwards Lot. This lot of land belonged to Paul Thorndike about 1690. He conveyed to Thomas Edwards of Ipswich that portion of it lying northerly of the dashes March 2, 1693-4; and that part lying southerly of the dashes June 2, 1696. Mr. Edwards owned the entire lot in 1700.

Estate of Paul Thorndike Lot. This tract of land was owned by John Thorndike of Beverly, who went to England, and apparently did not return. He died in 1670. In his will it was devised to his daughters Alice and Martha Thorndike, who apparently went to England with him, and probably never returned. It became the property of their brother Capt. Paul Thorndike of Beverly, yeoman, who died in 1697, possessed of it. It belonged to his estate, undivided, in 1700.

John Stone Lot. This lot of land belonged to John Stone in 1700. The meadow of the northern portion of the lot was the property of William Hoar very early.

¹Essex Registry of Deeds, book 443, leaf 18.

²Essex Registry of Deeds, book 772, leaf 272.

²Essex Registry of Deeds, book 747, leaf 125.

³Essex Registry of Deeds, book 860, leaf 80.

⁴Essex Registry of Deeds, book 1111, leaf 294.

⁵Essex Registry of Deeds, book 1134, leaf 204.

⁷Essex Registry of Deeds, book 11, leaf 88.

⁸Essex Registry of Deeds, book 11, leaf 121.

Harbert T. Connet, both of Saleta, mason, conveyed it to David Balley of Bavely, yearston, March 20, 1851.1 Mr. Bailey died, and the administrator of his catate conveyed it to Sephronia Bailey of Bavely, anglewoman, April 17, 1867.2 Mile Bailey conveyed it to Rechard conveyed it to Thomas B. Blassell of Saleta, And Mr. Jackson conveyed to this widow Lydin A. Rechard and land conveyed the estate to March J., Counsell in the She July 12, 1883. Mr. Kounger of Revenly Bire of Beverly Bire Basely.

Edward Dudge in 1700. The burns ground on this lot

busyroth and for hedelidates asw

There is been the This lot of land belonged to Paul Thorndlies about 1880: He conveyed to Thamas Edwards of its lying northerly of the classes Manch 2 1638-4 it and that part lying south erly of the dashes June 2, 1699. He Edwards owned the entire lot in 1700.

Rates of Paul Theradike Let. This weet of lend was owned by John Theradike of Haverly, who went to England, and apparently did not return. He died in 1070. In his will it was devised to his daughters Alice and Martha Theradike, who apparently went to England with him, and probably never returned. It because the property of their brother Capt. Paul Thoradike, of Hevarly, yeoman, who died in 1697, presessed of it. It belonged to his estate, undivided, in 1700.

John Stone Lot. This lot of land belonged to John Stone in 1700. The meadow of the northern portion of the lot was the property of William Hoar very early

Passer Registry of Deads, bonk 543, leaf 18,

Essax Registry of Deeds, hook 747, leat 125.

Essex Registry of Deeds, burch 880, leaf 80.

Thront Septem of Bears, book 1111, but the

Essex, Reglany of Dueda, book 11, lear 28.

Basez Englatey of Deeds, book 11, leaf 121.

Jonathan Biles Lot. This lot of lowland belonged to

Sero. Jonathan Biles in 1700.

Estate of Nehemiah Grover Lot. This lot of land was conveyed by Edmund Grover of Beverly, yeoman, for love, to his son Nehemiah Grover July 23, 1677; and Nehemiah Grover died Feb. 12, 1693-4. The lot be-

longed to his estate in 1700.

Edward Dodge and Joseph Dodge House. This tract of land belonged to Richard Dodge of Beyerly, who died June 16, 1671, having previously conveyed it to his sons Edward and Joseph. They made a division of the estate Feb. 15, 1708-9, Edward releasing to Joseph the house and land around it.2 Joseph Dodge died Aug. 10, 1716; and the title to the property descended to his son Dr. Joseph Dodge of Beverly. The house was burned before May 29, 1736, when Doctor Dodge and his son Nathan were about to build a new house upon the old site, the western half only to cover the old site and the eastern half to extend beyond it easterly. Doctor Dodge conveved to Nathan, in this deed, the easterly part of the site of the new house, being "a Part of my Homested Land I Dwelt upon before my house was Burnt." He described that part of the new site which was occupied by the old house as "The spot of land and cellar where my late dwelling house stood before it was burnt;" and that "the chimney that is to be built in yo Dwelling house that I & my sa Son are now about to build" is midway. "My part of sd house is to stand on my Old Seller & his Part of sd house to be the Easterly End adjoyning to mine."3

John Conant Lot. This lot of land was conveyed by Exercise Conant of Beverly, yeoman, to John Conant of Beverly, carpenter, Jan. 27, 1691-2.4 A barn was then upon the lot. The lot belonged to John Conant in 1700.

John Woodberry Lot. John Woodberry of Beverly,

husbandman, owned this lot in 1700.

William Dodge Lot. William Dodge, sr., of Beverly owned this lot in 1700.

Essex Registry of Deeds, book 6, leaf 53.

²Essex Registry of Deeds, book 21, leaf 80.

³Essex Registry of Deeds, book 72, leaf 105. ⁴Essex Registry of Deeds, book 21, leaf 230.

Jonathan Biles Lat. This lot of lowland belonged to

Serg. Jonathan Biles to 1700.

Satate of Nehrmink Grame Lot. This lot of land was conveyed by Educad Grover of Beverly, yeoman, for love, to his son Neheminh Grover July 23, 1877, and Neheminh Grover July 23, 1877, and Neheminh Grover dual Feb. 12, 1698-t. The lot be-

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Adverted thought to Richard Dodge of Severity, who died June 16, 1671, having previously sonveyed it to his sone Edward and Joseph Thay made a division of the estate and land stourd it. They made a division of the estate and land stourd it. Joseph Dodge died Aug. 10, 1716; and the title to the property descended to his son Dr. Joseph Dodge of Baroriy. The house was burned before mere about to build a new mouse mad his son Nation were about to build a new mouse apon the old side, the first to build a new mouse apon the old side, the half to extend beyond it existent, House the restorn veyed to be before healt siny the cover the old side and the restorn of the new house, being a a Part of any ilomested Land of the new house, being a a Part of any ilomested Land dwelling house as sond before it was lurent." He described house as "The spot of the new into which was counged by the side dwelling house should in any land and ceillar where my late dwelling house should in your of the stour should in your house was lurent." He described welling house should in your should in your and the "the Tax my at Son are now about to build "is midway." "My part of ad house is to stand on my Old Seller & his Part of a house to be the Easterd y ind old Seller & his Part of a house to be the Easterd y ind old should and will be a might be a stand on my Old Seller & his Part of the stand on the stand on my Old Seller & his Part of the my stand on the stand on my Old Seller & his Part of the stand on the stand on my Old Seller & his Part of the stand on the stand on my Old Seller & his Part of the stand on the stand on my Old Seller & his Part of the stand on the stand on my Old Seller & his Part of the stand of the stand on my Old Seller & his Part of the stand of the stand on my Old Seller & his Part of the stand of

Lohn Conunt Let This lot of that was contarted by Exercise Conunt of Beverly, yeomen, to John Conunt of Beverly, carpenter, Jan. 27, 1691-25. A harn was then upon the lot. The lot belonged to John Conunt in 1700. John Woodberry Let. John Woodberry of Beverly,

bushmalman award this lot in 1700.

William Bodge Lat. William Dodge, sr., of Beresly owned this lot in 1700.

Essay Registry of Bessie, bank 6, test 55.

GUI tast II Smoth wheeld to water to

Hospitz of Besin, Book 21, less 210.

William Dodge Lot. William Dodge, sr., of Beverly conveyed this lot of land to his brother's son William Dodge for his life and then to his children May 12, 1685.1 The grantee was son of Michael Dodge of East Coker, Somerset county, England, and his son was known as "Coker William Dodge." This grantee is called "William Dodge of Brimble hill" in 1673; and therefore he must have lived there as early as that date. How long he lived there has not been learned.

Jonathan Rayment Lot. Jonathan Rayment owned this lot of land in 1700. It belonged to "ye Rayments" in 1688.

John Balch House. Benjamin Balch of Beverly, yeoman, owned this lot of land in 1688; and upon it was a dwelling house in which his son John Balch then lived. In consideration of love, Benjamin Balch conveyed the lot to his said son Jan. 18, 1688-9.2 Lt. John Balch of Beverly, veoman and housewright, conveyed the house, barn and land to his son Caleb Balch of Beverly, husbandman, March 12, 1733-4,3 Caleb Balch died in the winter of 1774-5; and the estate descended to his only son Caleb Balch of Beverly, gentleman, who, for three hundred and ninety-two pounds, three shillings and nine pence, conveyed the dwelling house, barn and land to Silas Walden of Beverly, yeoman, March 12, 1784.4 Mr. Walden died Jan. 11, 1819, intestate. In the division of his real estate, June 5, 1821, the second story of the house was assigned to his daughter Mary Eliza Walden and the first story to his daughter Sally Walden, and the land under and adjoining the house to both of them. Mary Eliza Walden died, unmarried, Jan. 8, 1832, and her part of the estate was sold by the administrator under order of the court. The purchaser, evidently, was John Peabody of Beverly, veoman, who conveyed it to Ephraim Brown of Marblehead, merchant, May 16, 1848.5 On the same day, Sally Walden, who lived here, unmarried, conveyed her part to

¹Essex Registry of Deeds, book 8, leaf 163. ²Essex Registry of Deeds, book 9, leaf 38.

^{*}Essex Registry of Deeds, book 77, leaf 177.

*Essex Registry of Deeds, book 155, leaf 123.

Essex Registry of Deeds, book 397, leaf 171.

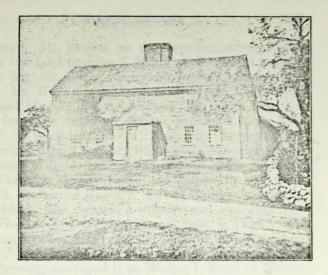
William Dodge Lot, William Dodge, so, of Directly conveyed this lot of land to his irrether's con William Dodge for his hid one then to his obildren May 12, 10351. The grantee was sen of Michael Bodge of Feet Color. Somewest county, linguistic and his con was known as "Color William Dodge." This grantee is called a William Dodge. This grantee is called a William Dodge. This grantee is called a William Dodge. The present is the law have lived their as a saily as that date. Now long be lived there has not been heared.

Jonathan Engent Let. Jonathan Raymont owned this lot of fand in 1700. It helonged to " we Kaymont " in

8881

Lette Eules, House, Houlands Halch of Reventy, you man, owned this lot of land in 1625; and upon it was a dwelling boose he which his convictor Ralch then lived. In consideration of love, Benjamin Esleb conveyed the lot to his said son land 18, 1633-9. Lt. John Ralch of Havelly, proman and housewhight, conveyed the house, burn and land to his san Caleb Esleb of Reventy, hashandan, March 12, 1733-4. Caleb Esleb died in the winner of March 12, 1733-4. Caleb Esleb died in the winner of Ralch of Beveriy, gentlemen, who for three hundred and IIII-6, and the estate descended to his only son Caleb veyed the dwelling house, bern and land to Sidar Walden and veyed the dwelling house, here and land to Sidar Walden John 11, 1812, interstate. In the division of his real estate to his daughter Soily Walden, and the head on his real estate his daughter Soily Walden, and the head of the preferency to his daughter Soily Walden, and the part of the estate died, unmarried, land 5, 1832, and her part of the estate foining the house to Both of them. Mary Ellar Walden was sold by the administrator under orate of the estate years and sold by the administrator under orate of the estate years, who near year at the processer, who near year at the part of the estate years, was cold by the administrator under orate of the estate years, was cold by the administrator under orate of the estate years, who near year at the English of head, who lived here, unmarried, conveyed her part to the Saile Walden, who lived here, unmarried, conveyed her part to

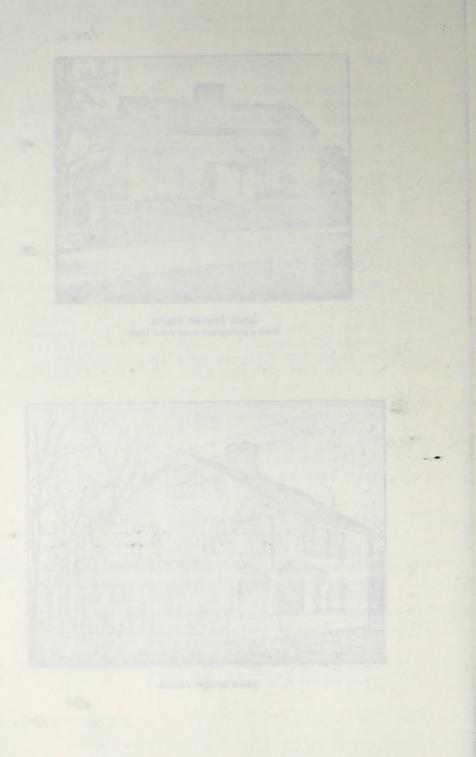
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JOHN CONANT HOUSE
From a photograph made about 1868



JOHN BALCH HOUSE



Mr. Brown. 1 Mr. Brown, on the same day, conveyed the buildings and land to John I. Baker of Beverly: 2 and on the same day Mr. Baker reconveyed the estate to Mr. Brown.3 Mr. Brown conveyed it to Isaac Collver of Marblehead May 31, 1851; and on the same day Mr. Collyer, for four hundred dollars, conveyed it to Miss Walden.5 In consideration of love, she conveyed the house, barn and land to Mary Elizabeth Shelden of Salem. singlewoman, Aug. 4, 1856; and Miss Shelden removed there. For love, she conveyed the estate to her sister Adeline A. Lufkin of Beverly, wife of George A. Lufkin, Jan. 1, 1868.7 She became a widow; and conveyed the place to George A. Lufkin of Revere Sept. 6, 1906.8 Mr. Lufkin conveyed it to Arvilla M. Rand of Beverly Sept. 11, 1906;9 and Miss Rand, then wife of Horace E. Perkins of Beverly, conveyed it to Walter I. Rand of Boston Nov. 22, 1912.10 Mr. Rand remodeled and modernized the house, and reconveyed the estate to Mrs. Perkins Nov. 6, 1914.11 She still owns and lives upon the place. Mrs Adeline A. Lufkin continued to live in the house until she died, July 16, 1917.

Samuel Balch Lot. This lot of land belonged to Benjamin Balch of Beverly, yeoman, in 1688; and to his son

Samuel Balch in 1700.

Peter Woodbury Lot. This lot of land belonged to John Woodbury, sr., in 1670; and to Peter Woodbury in 1688 and 1700.

Isaac Hull Lot. Isaac Hull owned this lot in 1683 and 1700. Before March 23, 1670, Rodger Connant, Jno. Rayment and Benjamin Balch of "Bass River Side or otherwise Beverly," planter, for nine pounds, conveyed to

¹Essex Registry of Deeds, book 397, leaf 172.

²Essex Registry of Deeds, book 397, leaf 213.

³Essex Registry of Deeds, book 402, leaf 17.

⁴Essex Registry of Deeds, book 446, leaf 174.

⁵Essex Registry of Deeds, book 446, leaf 175.

⁶Essex Registry of Deeds, book 537, leaf 114.

⁷Essex Registry of Deeds, book 738, leaf 251.

⁸Essex Registry of Deeds, book 1839, page 156.

⁹Essex Registry of Deeds, book 1839, page 158.

¹⁰Essex Registry of Deeds, book 2182, page 540.

¹¹Essex Registry of Deeds, book 2278, page 118.

Mr. Brown. Mr. Brown, on the same day, conveyed the buildings and land to John I. Baker of Liverty & and on the same day Mr. Baker reconveyed the estate to Mr. Brown. Mr. Brown conveyed at to large Collyer of Marbbehond May 31, 1851; and on the same Collyer of Collyer, for four bundred dollars, courseyed it to Max Walden. In consideration of lave, size day, Max bonse, bern and kind to Mary Elizabeth Sheiden of Salem, there. For loving d, 1856 of and Miss Sheiden of Salem, there. For loving the courseyed the Adeline A. Lathin of Berrily, when it course at laving Lathin conveyed the Lathin conveyed it to Arvilla M. Band of Berrily Sept. Indikin conveyed the Lathin conveyed it to Avvilla M. Band of Berrily Sept. Mov. 22, 1912. http://doi.org/10.100/10

Squard Boles Let. This lot of land belonged to Berjamin Bales of Beverly, younge, in 1969; and to be con-

Samuel Baich in 1799

Peter Woodbury, St., This lot of had belonged to John Woodbury in 1670; and to Peter Woodbury in 1682 and thin

Jean Hall Let. Isser Hall owned this lot in 1965 and 1700. Helore March 25, 1679, Rodger Counsul, Jun. Rayment and Benjamin Baleb of "Birs River. Sale on otherwise Beverly," glanter, for nine pounds, seaveyed to

[&]quot;Esset Hegistry of Inwita, know Mr. leaf 178,

Managar Magnatry of Deeds, need and, best 174.

Easer Bagtarry of Donda, book 410, lext 175.

List Heart Heart of the day, book 587, leaf il de

Essex Megianer of Decide, bonk 1980, page 13d.

Essa Meristry of Denda, book 1879, page 128.

Mart Hagairy of Davis, Sundry 2182, page 542.

Isaac Hull of Beverly, cooper, this lot of swamp and up-

land "neere his now dwelling house."1

John Balch Lot. This lot of land belonged to Roger Conant early. He died Nov. 19, 1679, having devised it to his son Exercise Conant of Beverly, yeoman. Exercise Conant, for six pounds, released his interest in it to John Balch of Beverly, carpenter, Feb. 6, 1683-4.2 Benjamin Balch, father of Lieutenant Balch, also owned an interest in it, and this also became the property of John Balch, who owned the lot in 1700.

Jonathan Baker Lot. This lot of land belonged to John Leach in 1683; and to Jonathan Baker in 1700.

William Dodge Lot. Capt. William Dodge owned this lot in 1700.

Abigail Balch Lot. This lot of land belonged to Benjamin Balch, jr., of Beverly, who died in the spring of 1698, intestate. In the division of his estate, May 6, 1699, it was assigned to his daughter Abigail Balch; and she owned it in 1700.

Anna Wallace Lot. This lot of land belonged to Benjamin Balch, jr., who died in the spring of 1698, intestate. In the division of his real estate, May 6, 1699, it was assigned to his daughter Anna, wife of Nathaniel Wallace; and she owned it in 1700.

¹Essex Registry of Deeds, book 3, leaf 78. ²Essex Registry of Deeds, book 28, leaf 90.

lasse Hull of Beverly, cooper, this lot of swemp and up-

John Haled Lee. This let of land belonged to Royar Connat early. He died Nov. 10; 1679, having devised it to his son Exercise Count of Baverly, yearned light of cise Count, for six people, released his interest in it to John Balch of Beverly, carpenter, Feb. 6, 1658-43. Bearing Balch, father of Lieutennal Balch, also eward an interest in it, and this also became the property of John Ratch who county that but in 1700.

donothing Enter Let. This lot of land belonged to

William Lodge Let. Cape William Dodge owned this

lot in 170

Abigoti Solch Let. This lot of land belonged to Benjamin Batch, iv. of Beverly, who died in the spring of 1098, it intestate. In the division of his estate, May 6, 1088, it was assigned to his daughter Abigad Halah; and she

Amor Wallace Let. This for at label belonged to lienjamin Salon, ir, who died in the spring of 1088, labeltate. In the division of his real emate, May 6, 1502, it was assigned to his daughter Anna, wile of Mathanial Wallage, and the owned it in 1700.

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THREE HUNDRED YEARS OF BEVERLY

A Paper Read at the Beverly Public Library November 4th, 1918.

BY ROBERT S. RANTOUL.

Mr. Mayor, Gentlemen of the

City Council and Fellow-Citizens:

Two centuries and a half count a long time in the life of an American community. Not the longest, for Virginia can antedate us, and so can Florida, and California, and Mexico and Peru, as well as other sections of the Tropics. In the old world, where the traveler may find himself standing on some ancient worthy's gravestone, inscribed with a date earlier than the voyages of Columbus, or on a bridge across the Tiber, in the keystone of which the street-surveyor of the day cut his name before the birth of Christ, a century is but a span. When Harvard College, in 1886, invited her sister Universities of the world to celebrate her quarter-millennial, a Professor, a delegate from Italy,-speaking for the University of Padua,when called upon to respond for his alma mater, said: "You regard your age as singling you out amongst universities! I represent a university which has been conferring degrees for a thousand years!" Traveling on the east coast of the Adriatic, I once came upon a shaft which, from its lettering, seemed, at a glance, to be reared in honor of the Millennium. It seemed strange that the Millennium should arrive in Austria before reaching other countries. On examining the legend, it appeared that the moss-grown stone was placed there to mark the one thousandth anniversary of some event in the annals of Austria. But if a quarter-millennial may be counted as old age in a New World town, it certainly marks, in this

THREE HUNDRED THARS OF BEVERLY A PAPER READ AT THE BEVERLY PUBLIC LIBRARY NOVEMBER 4TH, 1918.

.. BY ROSERT S. HAMTOULL

Mr. Mayar, Gentlemen of the

they Consult and Editor-Citizens :

with a date earlier than the yovener of Columbacs, or on

place of my birth, a green old age, for never was a young

town more vigorous and thrifty than this.

In 1623 and 1624, a little group of adventurers gathered on Cape Ann, where Gloucester now stands, drawn there by her magnificent bay. They had come from the south shore of England, from our own Hull and Plymouth, and from Virginia, in search of a site on which to plant a fishing colony. The fishing industry was getting to be a great factor in colonization. French fishermen. especially from the Islands of the British Channel, had adopted the coasts of New England and New France for their fishing grounds, and are thought to have spread the smallpox among the native tribes, to such an extent that, when the English arrived with the purpose of building up settlements, the Indians, reduced by that vile scourge, gave them a hearty welcome as prospective allies against the hostile native tribes which threatened them from the North. The object in planting an English fishing settlement here was to furnish a resort for such portion of the fishing crews as was not needed to navigate the home-voyage, a few men sufficing to navigate to Europe the return fare The extra men, when left ashore, cured the fish of fish. and became pioneer settlers and colonists. Soon the fisheries had grown into a dominant industry. countries in the Mediterranean and in the Tropics furnished an exhaustless market for a sort of food which could be eaten on the numerous fast-days, and which could be kept good indefinitely. King James said fishing was "the Apostles' own calling". It became the basis of the wealth of New England. But the tempting bay at Cape Ann had little arable soil about it on which fishermen could, when ashore, raise crops and build up homes, and the little colony, after a year or two, scattered for Virginia, for Plymouth, and some of them for the Mother A score of them found at Naumkeag, a promontory a little further up the shore, what they had sought in vain at Cape Ann, and, sending John Woodbury home to England for reinforcements and supplies, they agreed with Roger Conant that they would stay with him, come what might, and attempt a settlement at Naumkeag and about Bass River.

place of my birth, a green aid ago, for never was a young town more virestons and thrifty than this.

ing crows as was not needed to any rate all about you

Endecott arrived the next year, and Higginson a year later. The first houses built at Naumkeag, now Salem, were, with the meeting-house, near what is now Town House Square. Naumkeag had two fairly good harbors, and, beyond these harbors, were outlying tillage-lands, since known as the North and South Fields. But when Endecott arrived in 1628, with a definite charter from the home-adventurers, investing him with wide authority, the pioneers found themselves uncomfortably placed, and began to quit their Salem homesteads for farms north of Bass River. To allay any possible sense of injury, five of the recognized leaders, Conant, Woodbury, Balch, Trask and Palfray, were granted two hundred acres each "nere the Grate Pond Side", and, with the exception of Palfray, who sold his claim and settled at Reading, they became the founders of Beverly, and built up on this spot a notable farming and fishing settlement. So that, while Beverly has been an independent municipal corporation for two and a half centuries, she has been a vigorous and growing settlement for close upon three hundred years.

Born in 1832, in my grandfather's house by the waterside, I lived at South Reading and at Gloucester until 1839, and then again in Beverly from 1839 to 1845. The homestead was then surrounded with fish-flakes. On the west. Robert Curry's fish-vard extended from what is now Lovett street to near the harbor; Edward Stone's from our house to that street, and Thorndike & Endicott improved, with their great yard, all the area towards the east as far as what is now Abbot street. Tip-carts, standing axle-deep in the water, at the old Ferry Landing, received the fish which had been loaded with pitchforks into dories from the hold of the schooner, and thus the fares of fish were delivered at the fish-yards. Aside from farming, the fisheries were the staple industry of the place. It was no uncommon thing, in my boyhood, for a considerable fraction of the male attendants at church to leave the service and hasten to the fish-yards, when the fares of fish, drying on their flakes, were threatened with a shower. Thorndike & Endicott entertained a large party of townspeople, of whom I was one, with a sail among the harbor islands in a brand-new schooner they had built, and James

Endocott arrived the next year, and Higginson a year later. The first houses built at Namulos a, now Esten, were, with the meeting-house, near what is now lawn and, heyond these lastons, here outlying tiling lastons since known as the Narth and South briefa. But when home-adventurers, investigate with a deficite charter from the pionesis found thesestives uncomfortally placed, and pionesis found thesestives uncomfortally placed, and began to quit their Salan homesleads for farms until of Bass River. To allay any possible sense of logicy, five "nere the trecognized leaders. Count, with the salatory, history "nere the Grate Pend Side", and, with the exception of Palitay, who sold has claim and settled up it farms, they a notable farming and fishing estilement. So that, while the recognized as defined as independent manifolds of the two and a hist contains, and for two and a hist contains, abe in the way and their manifolds of the two and a hist contains, they would send a hist contains and the two and a hist contains, they are now and a hist contains and the two and a hist contains, they are now and a hist contains and the way and the handred a care,

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Stone took me with him to Essex to see a schooner of his which was on the stocks. To some extent, in my boyhood. the people of Beverly employed themselves, both as officers and seamen, in the commercial activities of Salem and Boston, but, beyond this, they were mainly occupied, outside of farming, in the fisheries and in the subsidiary occupation of shoemaking, for this industry furnished, in the little shoe shops dotted along the roadside, a half dozen benches in each, a resource for the inclement months when neither farming nor fishing absorbed their attention. The women, too, found occupation at home in binding shoes, and large, two-horse vans from Lynn and Haverhill, week by week, distributed the raw material and took up the finished product. No one enterprise has done more for the growth of Beverly than has the United Shoe Machinery Company, but no such corporation could have held a place in the Beverly of my day, because no machinery whatever was used in shoe-production. The lapstone, the hammer and the awl were the shoemaking appliances of that earlier time.

For the average mind, a greater effort is involved in effacing an impression familiar through life than is required to call up a condition of things which has had no existence but in the imagination. The antiquarian delver does both. He restores, in fancy, scenes which have long since disappeared, but he also re-creates, to the thought, the state of things which existed before the scenes known to us through life came into being. Thus we know the two cities of Beverly and of Salem as twin entities, bound together by one of the great bridges of New England, the West Boston bridge being the only one outranking it in date and length. At the beginning of things this was by no means the case. Conant, Woodbury and the rest built their houses near where the Salem First Meeting House stands, -we know just where they built them, -and there was nothing at what is now Bridge street except brick-kilns and thatch-There could be no Bridge street because there was no bridge. Transportation was largely by water, roads being rough and costly to keep, and either leading along the water-front as a means of reaching the town landings, most important to a fishing community, or else

winding about from farm to farm, the effort to make them straight and short dating from the growth of populous villages, between which speedy communication was a thing to be desired. Water-horses, so-called, mostly at first carried loads from point to point,—twenty-foot tree-trunks sharpened at the ends, and hollowed out with the aid of fire. These were brought together, a given number of

times each year, for official inspection.

The first settlement in Beverly took place near the Balch House. Conant built just across the way, Woodbury further north towards Wenham Pond, and Trask further west towards Cherry Hill. The landing-place for travel from Salem was at Draper's Point or River Head, near the grist-mill on Bass River, and for years the section near where now is the Gloucester Crossing served as the hay-market and was popularly known as "the City." Here houses built by Herricks, Lovetts, and other Colonial pioneers, have lately disappeared. The place of embarkation from Salem was in the rear of the Court Houses, at the end of Washington street and the tunnel. Flatboats transported fertilizers and crops and heavy agricultural freight, and the ferry was the only public means of getting across Bass River from or to Salem. After this had been shifted to the present location of the bridge, plying as it did for a century and a half between Ferry Lane in Salem and the lower Town Landing in Beverly, it provided very limited conveniences, its flatboats, down to the time of the Revolution, only able to take six horses at a crossing. Heavy loads naturally avoided the ferry, and reached Salem and Boston from the east, by preference, through Ipswich and Danvers. The ferry had ceased to facilitate transportation and had become a hindrance.

But the three sons of Francis Cabot of Salem, who had a wharf where the stone station now is, removed their commerce and domiciles to Beverly, thinking to find a little better draft of water, with less costly wharfage. They built a wharf and three fine brick mansions, with a ropewalk just where the railroad now enters the ledge. They urged the substitution of a toll-bridge for the long-overtaxed ferry, and succeeded in carrying their project

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through, against a vigorous resistance from large interests in Salem, which saw that the opening of a bridge would result in bringing the trade of New Hampshire and northern Essex County,—this had been coming to Salem through Ipswich, Danvers, and North Salem, which was then an important maritime district,—to Beverly and the northeastern section of Salem. Just that change followed. Stimulated by commercial enterprise, both Salem and Beverly grew towards the bridge apace. Bridge street at one time seemed likely to become the "Court End" of Salem. Elm trees lined its sidewalks and brick dwellings began to appear. And when the Cabots removed their business and residence to Boston, early in the last century, they left Beverly, and to some extent Salem,

very different places from what they found them.

And now a word as to how Beverly got its name. Roger Conant wanted it named Budleigh, after the place of his birth, on the British Channel, which has, as this town has, a southerly exposure on a water-front, and Conant urged, with a good deal of reason, that he was entitled to have the wish granted. None of the settlers came from Beverley, a large town in Yorkshire, and it has been a little difficult to surmise how the name "Beverly" came to affix itself to this place. But I think the antiquaries have explained it. General Robert Sedgwick, when the settlement was in its plastic period, stopped at the Ferry Tavern on his way home from Port Royal, when his success there had made him quite the central figure of the colony. The Beverly innkeeper, Dixey, urged him to name the town. The General was a Yorkshire man, doubtless having pleasant associations with his Yorkshire neighbor-town of Beverley; he had already presented us with a church bell, which he took from the Friary at Port Royal; and the conjecture is as likely as any other to be true that this city owes its name to General Robert Sedgwick.1

I am not attempting to detail all the interesting features in the story of Beverly,—I wish I had time for more of them. I need not remind you that the General Court chose your first pastor, John Hale, for chaplain in the

Essex Institute Bulletin, v. 20, pp. 6-22.

Canada Expedition of 1690, and voted his heirs a bonus of three hundred acres of land for the service; that, in 1679, he had contributed one-twelfth part of his salary, a month's pay, to help the fortification fund; that having assailed witchcraft from your pulpit as among the machinations of the devil, when his wife was arraigned as a witch, he renounced the error, and wrote a book in her defence which book stemmed the tide of that fanaticism; that his grandson, Doctor Robert Hale, commanded a regiment at the capture of Louisburg, in 1745, and again, ten years later, at the reduction of Crown Point; that of the honored dead of Bunker Hill, the man who marched farthest to get there was Reuben Kennison of Beverly; that the first armed schooner commissioned by Washington was the schooner Hannah of Beverly; that the camp on Paul's Head, now Hospital Point, in Beverly, trained and sent out Glover's Amphibious Regiment in fine fettle for service either on land or water, at New York and then at the Delaware.

Beverly has given birth to strong, persistent families, too many to recall, known all over the country,—Woodburys, Eliots, Herricks, Lovetts, Thorndikes, Dodges, and Trasks among them. Beverly has furnished a President for Harvard and another for Bowdoin.

But there is one chapter of the town's history that must not pass unnoticed. That is the present. We are making history fast. Beverly has never been behind-Unexpectedly to most of us, Beverly, conjointly with the rest of the civilized world, has been summoned to help repel the unprovoked aggressions of one of the strongest of the sisterhood of States,—a mighty people which chose to ally itself with the Turk in a new incursion to scourge and ravage Europe and to threaten us. Defeat is crowding upon her. Autocracy is galloping to The expiring struggles will be the worst. Driven back within her own frontiers, Germany's war-machinery will be more and more effective and resourceful as her lines are shorter, and her desperation greater as her prestige, her man-power and her food supply grow less. world, embattled, looks towards the end with constancy and with resolve. Life would not be worth living if the princiCaseda Expedition of 1690, and voted his heirs a bound of three hundred acres of land for the service; that, in 1679, he had contributed one-twelfth part of his adary, a month's pay, to help the fortification fund; that naving marined artchorest true poor pulpit as among the marine nations of the devil, when his writ was arraigned as a witch, he remoneed the error, and wrote a book in her witch, he remoneed the error, and wrote a book in her regiment at the captured the rate of that investician; that his grandson, ileater Hall, the name who arraighed ten person at the capture of located in 1746, and again, the honored dead of location of located a the bonesed dead of limiter Hill, the man who mainhead the black in the reduction of Remained by Washington was the schooler Hamber Commissioned by Washington and sent out tilevent and account in more faither and sent out tilevent at the property of the result of the senting and sent out tilevent at the man or matter, in the faith and as the lighter of hand or water, at New York and then at the lighter of hand or water, at New York and then at the lighter of health or water, at New York and then

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ples proclaimed by Germany were to prevail. In all this Beverly is doing her part. Without agitation and without wavering she confronts the issue. She can do no otherwise. Her past has dictated her course. With freedom she is ready, as heretofore, to stand or fall. She will claim, and she will be awarded, a full share in the credit of this glorious consummation!

Note. This was the fourth quarter-century commemoration of the founding of Beverly which the speaker attended. He was present as a lad of eleven, at the dedication of the new Town Hall in 1843, when his grandfather read a historical paper. He was present and was called upon to speak at the commemoration of 1868. In 1893 he read the paper printed in Volume XXXIII of the Historical Collections of the Essex Institute, and in 1918 he read the paper printed here.

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WILL OF REV. CALEB CUSHING.

Rev. Caleb Cushing, Pastor of the First Church of Salisbury for fifty-five years, died Jan. 25, 1752, in his eightieth year. The following is a copy of his will on file in the office of the probate court at Salem. It was proved and allowed Feb. 24, 1752.

The Last will and Testam^t of Caleb Cushing of Salisbury Clerk made January 28th Anno Domini 1748/9 which is as followeth vid^z: Being weak in body but of perfect mind and memory. first of all I Comend my soul to God in Christ my blessed Saviour and my body to yout to be decently Intered In hope of a blessed Resurrection to Life Eternal.

And as to my Temporal Estate. 1st my will is that all my Just debts be duly paid by my Execut 2dly my will is that my Eldest fon Caleb Cushing shall have and hold to him his heirs and assigns all that Real Estate which I have formerly Given him a deed of and on which he now Lives in falifbury which deed I do hereby ratifye and Confirm to him and his heirs and furthermore I do hereby Give to my sd fon Caleb that tract of land lying before his Door Comonly Called my ffrench Lott and Easman Orchard being abt ten acres with yo orchard thereon and appurtinances 3dly I Give to my two younger fons James and John the Bradbury Lot fo called of abt 7 or 8 acres with the appurtinances which If they Sell they must Give their Bror ye refusal of Alfo I Give to my sd fons James and John all my Library to be Equally divided between them In yo division of which they shall make allowance for what Each of them have already had out of it And I also Give to my sd fons James and John all my Silver plate or vefsells (Except my |Silver | Tankard which I Give to my fon Caleb) and all my Gold rings and also all my household stuff or Goods of all Sorts In yo

WILL OF REV. CALER CUSHENG

Rev. Oxfor Cooking, Penter of the First Clerch of Salisbury for first the years, deed Jan 25, 1762, in his cightieth year. The following is a copy of his will on file in the office of the probate court at Salam. It was proved and allowed heb. 24, 1762.

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division of which James Is to have a double share. 417 I do hereby Conftitute and appoint my fon Caleb Cufhing To be Execut of this my Last will and Testamt To whom I farther Give my Lot of land at Goodales fwamp fo Called of abt 18 or 20 acres and all my stock of all forts Cash debts due to me and moueable Effects whatsoever not before disposed of otherwise in this my will be paying all my Just debts as to my funeral Expences I Expect the Town will according to their vote honorably discharge them which they paid on mr Parfons funeral And as to the difference I make in ye division of my household stuffe | or goods between my fons James & John It is only on acct of ye different Circumstances of their families. In wittness whereof and for Confirmation of all above-written as my last will and Teftamt I have hereunto fet my hand and Seal the day and year first above mentioned Janry 28th 1748/9

CALEB CUSHING (SEAL)

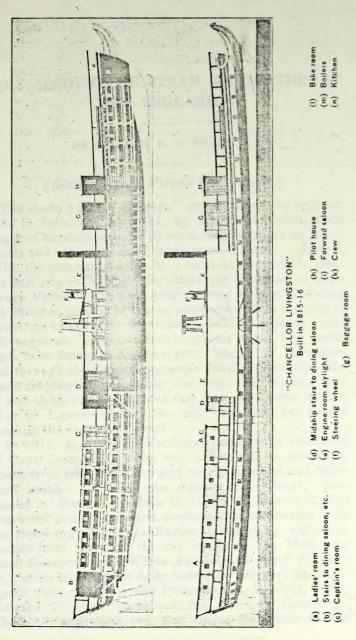
Signed fealed & declared by ye sd Cufhing to be his last will & Teftamt

In p^rfence of us SAMUEL MOODY JOSIAH FRENCH SAMUEL GRELE division of which James Is to have a double there I do bereby Confidence and appointury for Calch Cut brog To be Executed of this my Los of land at Goodales frame To whom I farther Give my Los of land at Goodales frame I for Called of abl is or 20 nords and all my stook of all form Called of abl is or 20 nords and all my stook of all form the Doubled of otherwise in this my will be paying all my dues dobte as to my fanoral Expenses I Expenses I Expense all my dues they which they poid on my Parishes funeral find an Goodale in the difference I make in y division of my household the land of my household in the Confirmation of all being their changes and their changes all my band and Saal the day and year dash above men them. 250 173 200 1

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Signed feeled & declared by y' a' Cailabg to be his hes will & Tellam'

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SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LV, page 32.)

The steam yacht "Everett," twenty-five tons register, built in Salisbury in 1874, by Joseph M. Coffin, made frequent excursions in 1875 from Newburyport to Black Rocks and other places of interest on the river. June 9, 1877, the steamer "Alice M.," built in Haverhill, made her first trip to Newburyport under the command of Capt. Henry Vatter. The next year she was employed during the summer months in taking passengers from the city of Lawrence to the sea. In October, 1877, the steam yacht "Evangeline," forty-two feet long and eight feet beam, came from Salem to Newburyport, thence to Lawrence, and through the Essex Company's canal to Lowell. made frequent trips between that city and Nashua, and is said to be the largest boat that has ever come up the river to Lawrence, and the only one that has passed through the canal to Lowell.

In 1878, the "Three Brothers," under the command of Capt. Joseph M. Coffin, was advertised to make frequent trips from Newburyport to Plum Island and Salisbury beach. In 1879, the steamer "Massasoit," purchased in Boston by John C. Tilton of Haverhill, was converted into a barge and employed, in connection with the steam-tug Charles L. Mather, in carrying excursion parties from Haverhill to the seashore. In 1880, two small steamers, the "White Fawn" and the "Wanderer," made trips almost daily from Newburyport to Gloucester, Isles of Shoals and Portsmouth. In July, 1881, Edward P. Shaw purchased the steamer "George A. Chaffee," and employed her, under the name of the

SOME ACCOUNT OF STEAM NAVIGATION IN

BY PRANCIS S. C. STARLEY TO

(Cantinued from Volume LV, page 32.)

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"Jetty," in towing barges loaded with stone from the quarry opposite Carr's island to the jetties at the mouth of the river.

In 1883, the "Zephyr," a small steam yacht, and the "Evangeline," about twenty-three tons register, built in Ipswich in 1881, and rebuilt at Danversport in 1882, were advertised to take passengers from Newburyport to Salisbury beach and Plum island: and the "Lawrence," Captain Haverty, ran from Amesbury to Newburyport, connecting with the People's Line of Steamers for Black Rocks. The "Minneola," a twin-screw steamer, built in Newburyport in 1887, by John T. Fillmore, for Herbert E. Wales of Haverhill, was for two or three years a popular excursion boat, making frequent trips from Haverhill to Boar's Head, Portsmouth, and the Isles of Shoals. She was sold early in the month of June, 1889, and taken to Providence, R. I.

The "Josie M.," a small steamer, built and owned by Charles H. Sargent and Lemuel Marquand, made excursions down the harbor in the summer of 1888, and frequently extended her trips to Ipswich and Cape Ann when the weather was favorable. She was sold in 1891, and her name was changed to "Edgewater." The sidewheel steamer "Lewiston," built in 1856 and so long on the coast of Maine routes, and then owned by the Bay State Steamship Company, made daily trips from Newburyport to Boston from May 2 to July 7, 1898, under the command of Capt. George F. Woodman, but she was found to be hardly seaworthy and the steamboat inspectors frowned at allowing her to run on such an "outside" route, and she was afterward broken up.

The steamer "City of Haverhill," built in East Boston by Robert F. Keough for the Haverhill, Newburyport and Boston Steamboat Company, was employed in carrying merchandise and passengers during the summer months in 1902, from Haverhill to Newburyport, and thence to Boston. She was commanded by Captain George F. Woodman, and in October of that year was sold to John H. McKinnon of Boston, and afterward to James D. Minto of Providence, R. I.

¹Henry B. Little, president; John E. McCusker, treasurer.

"Jetty," in towing barges loaded with stone in ". Jetty," a repeate Clare a sland to the jetties at the repair

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In 1882, the "Zepleys," a small steam yacht, and the "Evengeline," about tempty-time tone register, built inger Ipswich in 1881, and rebuilt at Danversport in 1882, were advertised to take passingers from Newburgport to Sallabury beach and Plum istand and the "Lawrence," Sallabury beach and Plum istand and the "Lawrence," Captain Haverty, and from Americary to Newburyport, connecting with the People's Liun of Steamers for Black Rocks. The "Mismeole," a twin-sowie steamer, built in Newburyport in 1887, by John T. Fillmora, for therefore Popular excursion bosts, making frequent strips from Popular excursion bosts, making frequent strips from Haverhill to Bear's Heart, Portmouth, and the Jales of Shoule, Shoule, the mouth of June, 1889, and take the strips from Shoule.

The "donie M.," a small stonger, built and owned by Charles H. Sargers and Lemael Maiquand, made exemples the sounder of 1975, and frequently extended her trips to Ipswich and Capo Ann when the weather was favorable. She was sold in 1801, and her name was changed to "Edgewater." The Side wheel stramer "Lewiston," built in 1856 and sa long on the chart of Maine routes, and then award by the Blog bury port to Hoston from May 2 to July 7, 1893, under the command of Capt George F. Woodman, but the was found to be bridly seawaring and the strambout insporting

The stance "City of Haverbill," built in East Easter by Robert E. Keough for the Haverbill, Newburrpurrand Boston Steamboat Company, was employed in marring merchandiss and passengers during the summer muotic in 1902, from Haverbill to Newburrport, and themes to Boston. She was commanded by Captain George F. Woodman, and in October of that year was rold to Julia H. AleKinbon of Easter, and afterward to Junes D. Minto

of Providence, R. I.

Henry B. Lutte, president; John E. McCorler, bysancy.

In 1909, various Haverhill and Newburyport business men had the propeller steamer "J. O. Ellison" built at Tottenville, N. Y.; she was 555 tons gross, 161 feet long and 32 feet beam. It was intended to run her as a regular freighter to New York and have her bring coal to Haverhill on her return trips. The enterprise only lasted a short time, however, and was not successful. The chief peculiarity of the "Ellison" was her uncanny facility for meeting with all kinds of mishaps. She was aground a number of times in the Merrimack river and had a rubbing acquaintance with about all the drawbridges through which she was ever called on to pass. Finally she lived up to her reputation by foundering in the Gulf of Mexico in June, 1914.

Steamboating on the south shore of Massachusetts bay began in 1818 when the "Eagle" (before noted) made irregular trips between Boston and Hingham, a distance of about 12 miles. The Columbian Centinel of August 26th, 1818, contains an advertisement of the "Eagle" which states that she will go one day to Nahant and on the next to Hingham; the same arrangement prevailed the next summer also. As far as can be ascertained this is the first mention of her going to Hingham! At this time the "Eagle" seems to have been commanded by Capt. Lemuel Clark of Plymouth, Mass., and it is said she made an excursion to that port from Boston during the summer of 1818, taking eight hours to make the trip of about forty miles. She remained in Plymouth several days engaged in pleasure and fishing trips.

After 1819 there is no trace of any communication between Boston and Hingham, except by sailing packets, until 1828, when the steamer "Lafayette" was placed on the line, and she also made trips to Plymouth. There has been much dispute regarding this vessel whose career was shrouded in obscurity, but recent researches in the records of the New York Custom House throw new light on her history. She was built at New York (not Philadelphia as generally supposed) by Noah Brown for Henry Eckford, and was 82 1-2 feet long, 20 1-2 feet beam, 6 feet depth of hold, 92 tons gross. After running on the Sound between New York and Bridgeport, she was sold

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on May 24, 1828 to George W. Sumner and Samuel Jackson of New York. On Sept. 16, 1828, she was owned at Plymouth, Mass., by James Bartlett, jr., James Spooner, and Jacob Covington. She plied between Boston and Plymouth during the seasons of 1828-30, and was then laid up at Tribble's wharf, Plymouth. Here she was dismantled, the upper works and machinery removed, and the hull slowly rotted to pieces. As far as can be learned, she was never named "Hamilton," as some authors have stated, but she was sometimes called "Gen. Lafayette." Like the "Eagle," she plied between New Bedford and Nantucket before coming to Boston, and while on that route it was said she could not stem a strong wind or head

tide, so crude and weak was her engine.

In the minds of some steamboat authorities doubt exists as to the proper illustration of the "Eagle" and "Lafavette." It has been said that the names appearing on the respective steamers should be transposed; that the boat shown as the "Eagle," a cruder model, must have been the "Lafayette." From a careful examination of the painting of the "Eagle" (formerly the sign board of the Eagle Hotel in Hingham) owned by the Nantasket Beach Steamboat Co. of Boston, and a contemporaneous woodcut of her owned by the author and shown as an advertisement in the Columbian Centinel in 1822, the author is convinced that the vessels are properly illustrated as shown in the pictures of them in the book. The Columbian Centinel for June 19th, 1830, advertises the "Lafayette," Capt. Thaxter, for Hingham, and a little while before that (May 29th) the same paper announced that the steamboat "Rush Light," Capt. Currie, was running regularly to Plymouth, fare \$1.25.

The present Nantasket Beach Steamboat Co. is the outcome of the old Boston and Hingham Steamboat Co., organized in 1831, and that year they had built for them at Philadelphia the "General Lincoln," first of the name. This steamer made her first trip on June 16, 1832; she measured 95 feet long, 22 feet beam, and had two working-beam engines, two boilers carrying twenty-two pounds of steam, and burnt wood for fuel. Besides running on her regular route the "General Lincoln" was used as a

on May 14, 1822 to George W. Summer and Samoel Jackson of New York. On Sept. 16, 1878 she was council at Plymouth, Mans, by James Samiest, in James Spooten, and Jacob Covington. She pited between their ton and Plymouth during the sensons of 1828-33, and was then laid up at Tribble's when. Plymouth, Hair she was the bland dismential, the upper switch and machinery removed, and the ball slowly rotted to pures. As far as can be bestined the was never named "Hamilton," as come authors have stated, but she was sametimes called "Gen Lafayetts." Like the "Lagle," the plied between New Beilard, and Mantucket before coming to Boston, and while on that much it was said she nould not stem a strong what or best

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towboat around Boston harbor. In 1845 she was sold to engage entirely in that business, and the next year helped the towboat "R. B. Forbes" (one of the earliest iron steamers in Boston) pull the Cunarder "Cambria" off Truro beach on Cape Cod where she had run ashore.

The "Mayflower," first of the name, built in New York expressly for the Hingham route, was placed on the line in July, 1845. This boat was built of cedar, 133 feet long, 24 feet beam, 8 feet depth of hold, 262 tons gross, wheels 22 feet in diameter, 30 inch cylinder, 30 pounds of steam, and accommodated 800 passengers. In 1856 she was taken by Robert Collier, the famous New York steamboat builder, as part payment for the new "Nantasket;" he lengthened her in 1859, and during the Civil war she was purchased by the U.S. Government for the Quartermaster's Department. The "Mayflower," and before her the "General Lincoln," were commanded for many years by Capt. George H. Beal, who was quite a character.

Following the "Mayflower" came the "Nantasket," first of the name, in 1857; she was considered a very fast boat and often raced in Boston harbor with the Nahant boat "Nelly Baker," also renowned for speed. The "Nantasket" was sold to the government in 1862, and after the war came back to Boston under the name of "Emeline" and ran to Strawberry Hill (near Nantasket) as an opposition boat; also between Boston and Gloucester. Later on she was again sold, and for many years has run on the Hudson river between Haverstraw and Newburg.

During the summer of 1862 two small boats, the "Gilpin" and "Halifax" (the latter a stern-wheeler) ran to Hingham, until the company's new boat, the "Rose Standish," first of the name, was completed. She was built at Brooklyn, N. Y., in 1863, and designed especially for the excursion traffic in Boston harbor, measured 392 tons gross, 154 feet long, 27 feet beam, and could carry 1000 passengers. At about this time Nantasket beach began to come forward prominently as a summer outing ground for the crowds from Boston, but not for many years and until much dredging had been done did any of

towboat around Biaton barbon. In 1845 aho was sold to engage entirely in that business, and the next year helped the towboat "R. B. Forbea" (one of the earliest from streamers in Boston) pull the Consider "Cambria" of Truto beach on Cane Cod where she had you ashere.

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the steamboats run up Weir river as far as they do at present. The "Rose Standish" was sunk in Boston harbor on Aug. 28, 1884, by collision with a towboat, but luckily no one was hurt; she was sold to the Frontier Steamboat Co. at Calais, Maine, in 1887, and totally de-

stroyed by fire in 1900.

In 1866 the Boston and Hingham Co. placed on the route the "John Romer," of 409 tons, built at Keyport, N. J., in 1863, that had run on Long Island Sound for a few years. She was a fast boat, and was sold south about 1887. Following her came the "Governor Andrew" in 1874, the "Nantasket," second, in 1878, the "Twilight" (that had run on the Hudson river), and the "Wm. Harrison" in 1881, "General Lincoln," second, in 1884 (she was built in 1878 and formerly called the "Nahant"). "Mayflower," second, in 1891, "Myles Standish" in 1895, "Hingham" in 1896, "Nantasket," third, in 1902, "Old Colony" in 1904, "South Shore," a fine steel boat built at Quincy, Mass., in 1906, "Betty Alden" in 1908, "Rose Standish," second, having also a steel hull, in 1912, and finally the "Mary Chilton" in 1915. With the exceptions before noted, all the above were wooden side-wheelers, varying from 400 to 900 tons gross.

The "Myles Standish" was the first of this fleet without the familiar working-beam engine; she had machinery of the inclined type, as did all the other steamers that came after her. The "Betty Alden" has a triple expansion inclined engine working under a pressure of 225 lbs, to the square inch. When the "Mary Chilton" was built in 1915 (by the McKie Shipbuilding Co. at East Boston) the Nantasket Beach Co. went back to the wooden hull and working-beam engine as better adapted to the excursion traffic. This steamer is substantially constructed of oak and hard pine; she measures 219 feet in length, 32 1-2 feet beam, 12 1-3 feet depth of hold, 6 1-2 feet draft. Her motive power consists of a 1600 (indicated) horse-power engine built by the Quintard Iron Works of N. Y., and she is licensed to carry 2000 passengers. In the same year, 1915, the "South Shore" was thoroughly remodelled for the

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In 1866 the Boston and Hingham Co. placed on the route the "dobe Roman," of 100 tons, built at Keyport M. J., in 1868, that had run on Long-Island Sound for a few years. She was a fast post, and was sold south about 1887. Bollowing hav some the "Governor Amirow" in 1887, the "Banasset," second, to 1878, the "Twingot" (that had run on the Hudson river) and the "Wen timerism" in 1881, "General Lincoln," second, in 1881 (She was built in 1878 and formerly called the "Name"), "Mayflower," second, in 1891, "Migylower," second, in 1891, "Migylower," second, in 1891, "Migylower," thing had "in 1891, "Migylow Sandah" in 1895, "Migylow Sandah" in 1895, "Mose Standah" in 1902, "Mose Standah," and third, in 1908, "Mose Standah," second, baving also a standah, in 1912, and family the "May Chillow" in 1915, and family the "May Chillow" in 1915, wooden side-whitelers, varying from 400 to 200 tons pross.

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Plymouth line traffic and was equipped with a dining room and staterooms, which answered a long felt want.

The Boston and Hingham Steamboat Co. was divided in 1881, and a second company was formed, which called itself the Hingham, Hull and Downer's Landing Steamboat Co. The floating property was divided between them, but in 1890 the old company went out of business and the new line was reorganized as the Nantasket Beach Steamboat Company. At present its capital consists of \$1,000,000, divided into shares of \$100 each; there is no bonded indebtedness, and the company has averaged dividends of ten per cent yearly. Ebed L. Ripley is president, and Frederic L. Lane, treasurer and general

manager.

The Nantasket Beach Co. own one of the finest, best managed, cleanest fleets of passenger steamboats in the country. For some years past its steamers have not touched directly at Hingham town, owing to lack of water there and the increased size of the boats, but in 1902, owing to the poor service given by other steamers to Plymouth, the Nantasket Beach Co. started a line there from Boston with the "Governor Andrew." It has kept it up and improved it ever since, and now it is the only steamer line to that place. After the "Rush Light" and "Lafayette" stopped running between Boston and Plymouth in 1830, there was an interval of several years, and then the "Menemon Sanford line" was organized by the people who afterwards owned the Boston and Bangor line.

Their boats were the "Express" and "Yacht," wooden side-wheelers, both commanded by Sanfords, with Captain Samuel H. Doten as pilot; they made daily runs in the summer season for some years before the building of the Old Colony R. R. in 1845 and for sometime afterwards. The "Express" had a long life, originally built in 1841 for service on the Hudson river, in 1862 she was a tender to the fleet of transports lying in Hampton Roads with Gen. Butler's expedition for Louisiana on board. She was wrecked in 1863 in a sudden squall on the Poto-

mac river.

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So successful was the Sanford line to Plymouth that there have been but few seasons in which steamers have not plied between the two ports. The "Flushing," Capt. Van Pelt, put in one or two summers and after the close of the Civil war the wooden side-wheeler "Stamford," built in 1863 (afterwards called the "John Endicott"), Captain E. W. Davidson, had many years of success until lost in 1900 in an attempted short cut between Cohasset rocks on a return trip from Plymouth. The "John Brooks" (side-wheeler), "City Point," "Lily," "Shoe City," and "Putnam" (side-wheeler), ran for a short time at various intervals until the Nantasket Beach Co. started their line. Some of these steamers were hardly what they should have been; the bar room was counted on too much to pay expenses, so that respectable people were driven away.

For several seasons, in 1897, '98 and '99, the Winthrop Steamboat Co. of Boston ran a fine steel propeller, the "Plymouth," on the Plymouth line, but she was soon sold to the government for a lighthouse tender and renamed "Iris." She was built in Philadelphia in 1897, was 428 tons gross, 142 feet long, 30 feet beam, and the triple expansion engine indicated 800 horse power. During the seasons of 1915-16 the small screw steamer "Gurnet," 65 feet long, built at Boothbay, Maine, in 1914, was run between Scituate and Boston. She was taken by the

government as a tender in 1917.

Mention should also be made of a small side-wheeler well known to Bostonians of a generation ago; this was the "Massasoit," and she plied in Boston harbor, generally to Quincy and Lovell's Grove, Weymouth. She was built at Providence, R. I., in 1849, measured about 200 tons gross, and was owned by T. J. Dunbar & Co. of Boston.

Before the opening of the Cape Cod Branch Railroad in the 1840's, passenger and freight traffic between the various Cape towns and Boston was mostly in the hands of the "packets" (schooner and sloop-rigged vessels of 100 tons or less), for the land route was too long and roundabout. With favorable winds the packets could often make as good time as the early steamers, but when

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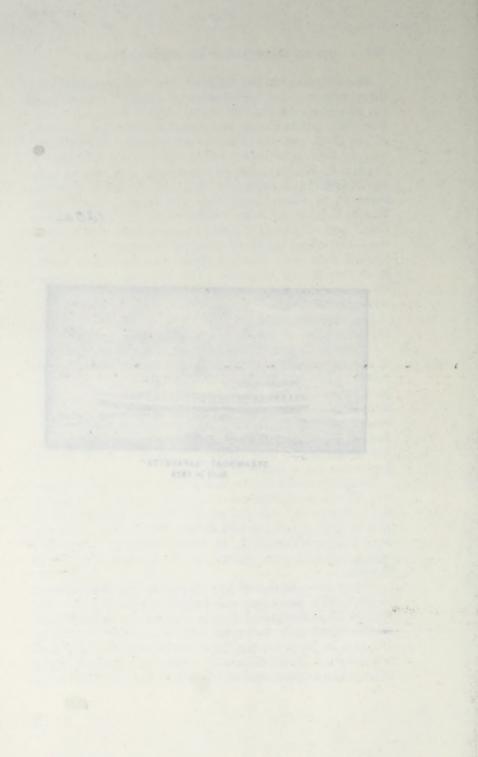


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The first attempt at steam communication was in 1848, when the Provincetown Steamboat Co. was organized and purchased the side-wheeler "Naushon" when she was sold at auction at New Bedford, Mass., in April, 1848. This steamboat had originally been built at New York in 1845 by Joseph C. Coffee for a company of Edgartown persons to run between that place and New Bedford. She measured 134 feet in length, 22 feet beam, 240 tons gross, and was furnished with a "square," or "crosshead" engine having a 34 inch cylinder, 8 feet stroke.

The "Naushon" was considered fast and a good sea boat for her type of construction. For several years she ran between Boston and Wellfleet, calling each way at Provincetown; fare \$1.00 to either place. Her berth in Boston was the end of T wharf (E. Wright, Jr., agent), from whence she left Tuesdays, Thursdays and Saturdays, and the other end of the line on Mondays, Wednesdays and Fridays. The Boston Advertiser, January 1, 1852, advertised the "Naushon" for sale by the Provincetown Steamboat Co., D. Fairbanks, secretary.

She was purchased by a syndicate composed jointly of the New York Sun, Journal of Commerce, Herald, Courier, and Express, for the purpose of obtaining news of a marine nature, and was stationed outside of Sandy Hook every day to obtain information from incoming vessels, making a trip back to New York City every evening, and as much oftener as the delivery of news

required.

The scheme was announced in the New York Sun as follows: "For the object to be attained, a more suitable steamer is not to be found, to our knowledge, in the United States. The 'Naushon' is nearly new, expensively built, large, exceedingly strong, and has a powerful engine. She was built expressly for running on the open ocean, and is particularly adapted to exposure and sea service. Besides these qualities may be added that indispensable one—speed—being fully capable of making 20 miles within the hour. The merits spoken of were fully testified to in the memorable gale in which the 'Atlantic'

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again and sa

The first attempt at steam communication was in 1848, when the Provincetown Steambest Co. was organized and purchased the side-wheeler. "Naushou!" when she was sold at suction at New Heddord, Alass., in April, 1846, This attentional had originally been built at New York in 1845 by Joseph C. Codes for a company of Edgarsown parsons to run between that place and New Redford. She measured 184 test in length, 22 feet beam, 240 tens gross, and was furnished with a "square," or "cross-gross, and was furnished with a "square," or "cross-gross, and was furnished with a "square," or "cross-gross, and was furnished with a "square," or "cross-

The "Manshon" was considered had and a good son boat for her type of construction. For several years abe ran between Boaton and Wellflest, calling such way at Provincetown; fare \$1.00 to sither place. Her herfu in Boaton was the end of T what (E. Wright, Jr., agent), from whence the left Tuesdays, Thursdays and Saturdays, and the other and of the line on Mondays, Wednesdays and Fridays. The Boaton Advertiser, January 1, 1865, and Fridays. The Boaton Advertiser, January 1, 1865, and retrieved the "Naushah" for sale by the Provincetown

She was purchased by a syndicate compased jointly of the New York Sne, Jonnal of Commerce, Hereld, Courier, and Express, for the purpose of abidining uses of a marine nature, and was stationed outside of Sandy Hook levery day to obtain information from incoming vessels, making a trip back to New York City every evening, and as much oftener as the delivery of news

required.

The scheme was announced in the New York Sup as follows: "For the object to be attained, a more suitable steamer is not to be found, to our knowledge, in the United States. The Manshon is nearly new expensively built, large, exceedingly strong, and has a converted engine. She was built expressly for running on the open coesn, and is particularly adapted to exposure and sea service. Headdes these qualities may be added that indipensable one—speed—being fully capable of making 20 miles within the bour. The merits epoken of were fully miles within the bour. The merits epoken of were fully

was lost (1846), when she was exposed in open sea and afterwards made port in perfect safety." The "Naushon" was renamed "Newsboy" by her new owners,

and continued in their service for many years.

After the "Naushon," a small yacht-like propeller steamer, the "Acorn," Capt. R. Stevens, was for many years, until the Civil War, run between Boston, Provincetown, Truro and Wellfleet. She was advertised as "running through in 5 1-4 hours, fare \$1.25, and connections made with stages for the upper Cape towns." The "Acorn" made but two round trips weekly, and was succeeded at the close of the Rebellion by the propeller "George Shattuck," that maintained nearly the same schedule as above, but with a large increase in fares, \$1.75 to Provincetown and \$2.25 to Truro.

In 1883 the well known wooden propeller "Longfellow," of 413 tons, 146 feet long, 27 feet beam, was built at Boston expressly for the Provincetown route. She ran for many years, sometimes all winter, and while an excellent sea boat, was designed principally for freight and so was not especially comfortable for passengers.

Both the "Shattuck" and the "Longfellow" sometimes towed vessels, to the discomfort of passengers, as it added to the length and tedium of the passage. The "Longfellow" at one time ran between Bucksport, Me., and Nova Scotia ports, and the Boston Advertiser of Dec. 27, 1888, announced that she would run a 60 days' excursion from Boston to the West India islands. The excursion was to be limited to 25 persons. This is one of the earliest advertisements of winter cruises now so popular.

During the early 80's an opposition line developed for a short time in the Cape Cod trade, running the small propellers "Acushnet" and "City of Bangor" three times weekly from Comey's wharf, Boston (J. M. Seaver, agent) to Provincetown, and on the other days to Portsmouth, N. H. The "City of Bangor" was a small propeller built for the Barbour line between Bangor and Bar Harbor. She eventually burnt up in Salem harbor in 1894.

In 1899 the Boston, Plymouth and Provincetown Steamboat Co. (later called the Cape Cod Steamship Co.)

was lost (1846), when she was supposed in open sea and afterwards made port in parters safety." The "Nau-abon" was repeated "Newsboy" by her new owners,

and continued in their service for many years.

After the "Naushon," a small yacht-like propeller steemen, the "Acom," Cape. R. Stevens was for many years, until the Civil Wan run between ibstroe, Provincetown, Trano and Wellfeet. She was inventiged as incetown, fare \$1.25, and connections made with stages for the appea Cape town." The "Acom " made into two round trips weekly, and was succeeded at the close of the Rebellion by the propeller." George Shattenin, that maintained pearly the same schedule as above, but with a large increase in faces. St. To to Previous and \$2.25 to Previous for

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was organized by L. D. Baker and J. R. Bacon. As far as known the "Plymouth" line never materialized, and the company confined its activities to Provincetown. They had constructed in 1900, by A. D. Story, at Essex, Mass., a wooden propeller, the "Cape Cod," of 557 tons, 151 feet long, and equipped with a triple expansion engine indicating 1000 horse power. Until the completion of the "Cape Cod" the company chartered the side-wheeler "Nantucket" from the New Bedford, Martha's Vineyard and Nantucket Steamboat Co. The "Cape Cod" was not a success for a variety of reasons, two of the principal ones being that she was too small and rolled like a barrel.

So the reorganized Cape Cod Steamship Co. in 1910 bought the iron propeller "Charlotte" from the Chesapeake S. S. Co. of Baltimore and renamed her "Dorothy Bradford." She had formerly run as a night boat between Baltimore and Richmond, and is by far the most pretentious craft ever run to Provincetown. She was built in 1889 by Neafie, Levy & Co. of Philadelphia, measuring 1746 tons gross, 229 feet long, with a two-cylinder compound engine, and was at first licensed to carry 1900 passengers. The "Dorothy Bradford" was ably managed by F. B. Crocker, jr., and for many seasons enjoyed a large passenger business and paid large dividends, until taken in 1918 by the Government for a training ship.

All the later Provincetown steamers have, however, been greatly hampered by their inability to carry freight except at the same rates as those charged by the railroad. This agreement was extorted by the New York, New Haven and Hartford R. R. Co., who owned the only wharf in Provincetown at which a large steamer could suitably dock. The same rule applied until lately to nearly all our coastwise steam lines unless controlled by the railroads themselves. In 1902 a freight steamer was started between Haverhill, Newburyport and Boston, but it was intimated was bought off at a large price by the Boston

and Maine Railroad.

Later on, in 1914, a steamer line was projected between Boston, Marblehead, Salem and Beverly, where the rail was organized by L. D. Balost and J. R. Bacon. As far as known the "Plymouth" line never materialized, and the company comfined its activities to Provincetown. They had nonstructed in 1900, by A. D. Story, at Essex, Mass., a wooden propeller, the "Capa Cod," of 557 tons, 151 feat leng, and equipped with a triple expansion engine indicating 1000 beers power. Until the completion of the "Capa Cod," the company observered the side wheelet and Nantucket," from the New Besiterd, Marcha's Vineyard and Nantucket, Steamboat Co. The "Gapa Cod," was not a socrees for a rating all reasons, two of the principal ones being that she was too small and milled like a

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Later on, vn.1814, a steemer line was properted between

freight service was and still is decidedly poor. This scheme fell through largely because no suitable landing place could be found in Boston, for the New Haven R. R. interests controlled nearly the entire water front and did not wish to have the new line established.

The first mention of a steamboat line between Boston and Portsmouth, N. H., was in the summer of 1835, when the Boston papers advertised the steamer "Citizen," Capt. Clendennin, to leave from T wharf, J. W. Goodrich, agent, 38 Washington St., Boston. She was built in New York in 1828, 154 tons, 107 feet long, originally owned by Cornelius Vanderbilt, who ran her as a Staten Island ferry. From a Government publication issued in 1838, owned by the author, and which gives particulars of all the steamboats and railroad locomotives then in the United States, it is learned the side-wheeler "Portsmouth" was then running regularly between Boston and Portsmouth.

It is interesting to know that this vessel was constructed at Salem in 1837, by Barker and Grant, thought to be the first steamer ever built there. She was 215 tons gross, 140 feet long, 20 feet beam, 8 feet depth of hold; the owners were L. Barnes "and others," and the captain was S. M. Tripe. Her low pressure, 80 horse power engine (probably nominal not indicated horse power), was built by J. Babcock. How long the "Portsmouth" was on the route cannot be ascertained, but probably not for long, for the next information that can be found of steamboats touching at Portsmouth was when the steamers "Huntress" and "M. Y. Beach" were advertised as running on the "Eastern Railroad line;" the Eastern Railroad between Boston and Portsmouth, N. H., having been completed for travel on Nov. 9, 1840.

It may be stated here that it is impossible to give a full, correct, and chronological history of steamboating in northeastern New England. The newspaper files are almost the only source of information, for, unlike the railroad companies, there are no annual reports to record the early history of steam vessels. Many of the "old timers," as has been seen, ran on routes but a short time, either for want of capital "to grow up with the country," or to stand the intense competition then prevailing.

the first steamer ever built there. She was 215 tons

The rapid extension of railroads along the coast caused much inroad in the business of the steamboats and necessitated many changes of terminus. Besides this, it is well to remember that the sale of a controlling interest in a vessel (or line of vessels) often made great changes

in our early coastwise steam lines.

The "Huntress" and "M. Y. Beach" were controlled by the Eastern R. R. and plied from Portsmouth in connection with the trains; the former to Bath and Gardiner, Me., and the latter to Portland, both boats stopped on the way at the Isles of Shoals and Kennebunk. There was then severe competition between the railroads and the "outside" steamboats (those starting from Boston), and the "Railroad line" was advertised as follows during the summer of 1841:—

"Through by daylight" (from Boston to Portland)
"Steamer 'M. Y. Beach,' A. Brown, master, will run
from Portsmouth to Portland in connection with the Eastern R. Rd., thus avoiding the dangers of Cape Ann."
At the same time the through fare from Boston to
Portland by the "R. R. line" was reduced to \$1.00.

The "Huntress" was considered one of the fastest side-wheelers then afloat. She was built at New York by Lawrence and Sneeden, the famous steamboat builders, in 1838, measured 333 tons gross, 172 feet long, 23 1-2 feet beam, and had a working-beam engine with a 36-inch cylinder, 12 feet stroke. As soon as the Portland, Saco and Portsmouth R. R. was opened in November, 1842 the terminus of the railroad boats was removed to Portland, from which place they ran to points further east.

When the Civil War broke out in 1861, the "Huntress," although then an old, out-of-date steamer, was seriously thought worth purchasing by the Confederate agents, as her great speed would have made her valuable as a commerce destroyer. Not until the end of the Rebellion released many steam vessels from government service was another line projected between Boston and Ports-

mouth, N. H.

In May, 1865, the Boston Advertiser announced that the propeller "Alice Riggs," Capt. Wm. Coleman, would sail for Portsmouth and Dover, N. H., every Wednesday The rapid extension of milronds along the coast caused much inroad in the business of the steamhoute and necessitated many changes of terminue. Healths this, it is well to remember that the sale of a controlling interest in a vessel (or line of vessels) often made great changes

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In May, 1855, the Boston Advertises assummed that the propeller !! Alice Higgs," Carl. Wm. Coleman, would sail for Portsmouth and Dover, M. H., every Wednesday and Saturday from Central wharf (Boston), I. S. Palmer, agent. Winslow T. Perkins, so long superintendent of the Eastern Division of the Boston and Maine R. R., and at that time a resident of Portsmouth, informed the author that this line was projected by manufacturers and business men of Portsmouth and Dover as a protest against the high rates of freight by rail; it was as usual unsuccessful and lasted but a short time.

Following this, two small propellers, the "Acushnet" and "City of Bangor," were run between Boston and Portsmouth, three times weekly, in 1881-82. Ten years later, in 1890, the Boston and Portsmouth S. S. Co. was organized and bought the old side-wheeler "John Brooks" from the Boston and Portland line. The "Brooks" had been a good boat in her day, but at this time was somewhat "aged" and "tender;" she was nevertheless run for several summers (until 1894) with considerable success, calling, both going and coming, at the Isles of Shoals, where she did a large passenger business. Few persons of the present generation realize how old a summer resort is the Isles of Shoals. The Appledore House (burnt in 1914) was constructed in 1848, and many prominent persons from all over the country made a practice of stopping there each summer.

At first communication between Portsmouth and the islands, distant 10 miles, was only by sail boats, but in 1854 a small side-wheeler, the "Grace Darling," was put on, followed by the "Silver Star." No regular service was, however, undertaken until 1864, when the propeller "Pioneer," Capt. Amazeen, owned by the Concord and Portsmouth R. R. Co., was run in connection with their trains. She was followed by the "Appledore," "Major," "Oceanic," "Viking," "Merryconeag," and "May Archer," all small propellers about 100 feet long. The "Appledore" was advertised for sale in April, 1884, by Laighton Bros. (the proprietors of the Appledore House), and she was described as "100 feet long, 20 feet beam,

speed 12 miles."

Passenger business to the Isles of Shoals was given a great boom when the Oceanic House was built on Star island in the early 1870's. Efforts were made to popu-

and Saturday from Couras wines (Maston), R.S. Palmer, agent. Wineless T. Perkins, so long superintendent of the Eastern Division of the Boston and Maine R. R., and at that time a resident of Tantamonth, informed the fauthor that this line was prejured by manufacturing and business man of Portunouch and Noves as a proper against the high rates of freight by call, it was as area.

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Presenger husiness to the Isles of Shouls was given a great boom when the Occause House was built on Star island in the early 1870's. Efforts were made to population in the early 1870's.

larize these islands and turn them, or at least Star island, into practically "Coney island" resorts, but the distance was too great (about 50 miles), and the passage too rough from Boston. In 1884 Huber and Herzberg, wholesale liquor dealers in New York, offered the owner of Star island \$100,000 in cash to "develop the property" but the offer was refused. During the period 1875-1902 several large side-wheelers, the "Plymouth Rock," "Empire State," "New Brunswick," etc., ran excursions at irregular intervals from Boston to Star island. All these boats had seen better days, the two former as night boats on Long Island Sound, and the latter on the Boston-St. John route.

In later years, 1900-03, a propeller named the "Surprise" (formerly the Sound liner "City of Fitchburg") was run in the interest of the sardine canners at Eastport, Me., between that place and Boston, as the "Boston and Maine S. S. Co." She called at the Isles of Shoals going and coming, but was not well patronized. About the same time the Portsmouth and Isles of Shoals S. S. Co. (F. W. Hartford, agent) was organized and until 1915 ran the small propeller "Juliette" to the islands from Portsmouth. Another small boat of the same type, the "Sightseer," was on the line in 1916, but the burning of the Appledore House, and the war, has stopped any further activities.

The first steam propelled vessel known to have visited the coast of Maine was the "Tom Thumb" in 1818. She was about 25 or 30 feet long, an open side-wheel boat, with the machinery all in sight; a Mr. Dodd was the owner of this strange craft. A sailing packet took her in tow from Boston as far as the mouth of the Kennebec river, where she cast off and steamed up the stream against the tide. Great excitement was manifested by the inhabitants of Bath on the arrival of the "Tom Thumb," as no one there had ever seen a steamboat before. She afterwards took excursions up and down the river, and was running between Bath and Augusta as late as 1828. The first advertisement concerning steam navigation in

'History of Bath, Maine, by Levi P. Lemont, Bath, 1874.

herize these islands and turn them, or at least Star island, into practically "Coney island" control, but the distance was too great (about 50 miles), and the passage too rough from Heston. In 1884 Muhar and Herizert; wholesale liquor dealers in New Tork, offered the aware of Star island \$100,000 in cash to "develop the paraelt!" but the offer was retuced. During the period 1975-1902 several large side-wheelers, the "Phytocath Rock," "Empire State," "New thresholds," etc., ran exemptions at irregular intervals from Boston to Star island. All these boats had seen better days, the two former as oright boats on Long Island Sound, and the latter on the freston-St. John route.

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History of Dath, Maine, by Lavi P. Lemont, Dath, 1974.

the "Pine Tree State" is found in the Portland Argus,

August 13, 1822, as follows:

"Steamboat 'Kennebec' will leave Union wharf (Portland) at 4 o'clock for North Yarmouth to spend the day. Will return on Thursday to take passengers to the Island as usual. If required, will stop at Week's wharf to receive and land passengers. . . For tickets apply to Mr. A. W. Tinkham's store."

Lewis Pease, constable, and bank messenger and local poet, records her advent thus:—

"A fig for all your clumsy craft,
Your pleasure boats and packets,
The Steamboat lands you safe and soon
At Mansfield's, Trott's, or Brackett's."

This boat was owned by Capt. Seward Porter, who had so much to do with establishing steamboat lines between Boston and Maine ports. She was fitted out at Gov. King's wharf, Bath, and was really the hull of an old flat-bottomed scow which Capt. Porter bought for excursions in shoal water. Her engine was so weak and imperfect that she had hardly power enough to stem the current of the Kennebec river.

On May 22, 1824, another of Porter's boats, the "Maine," Capt. Smith Crane, visited Belfast, announcing her arrival by the discharge of a small cannon. Another account says the "Maine" was built in 1825. This vessel is generally described as consisting of the hulls of two schooners, with a paddle wheel in the space between the hulls, and beams laid across both and decked over, retaining the two keels. In this she resembled the first steamer of the United States Navy, the "Demologos," built by Fulton in 1815.

She was fitted out at Bath, measured 105 tons, and cost \$13,000; her route was between Belfast and Bath, at which latter place connections were made with other steamers for Portland and Boston. The fare between Boston and Portland, with meals, was \$5; to Bath, \$6; Augusta, \$7; Eastport, \$11.

(To be continued)

the "Pine State" is found in the Portland Argue,

"Steambout Memodose' will leave Union wheel (Portland) at 4 o'clock for North Yarmouth to spend the day.
Will return on Thursday to take passengers to the Island
as osual. If required, will stop at Week's what to
receive and load managers. . For the best supply to Mr.

Lewis Peace, constable, and bank meetinger and local

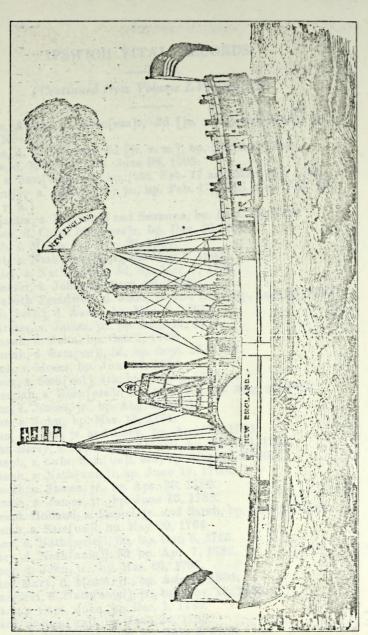
* A fig for all your clumsy craft.
Your pleasure boets and peckets.
The Manufact lands you sate and roots

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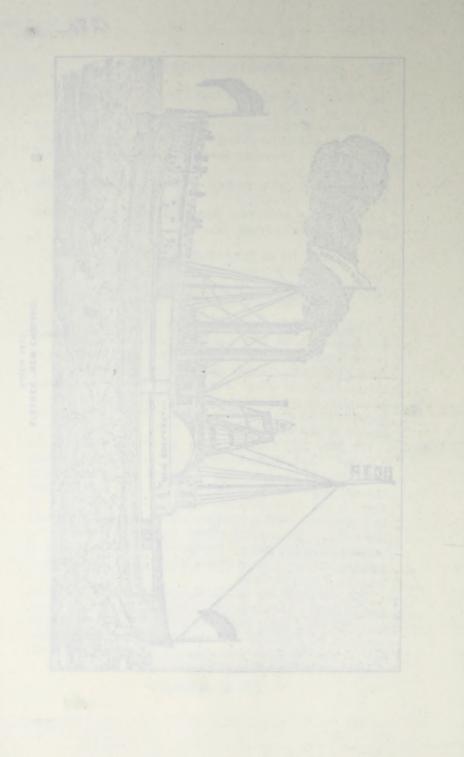
On May 22, 1821, applier of Porter's hosts, the Maine," Capt Smith Come, visited Rellest, senousing her arrival by the discharge of a small cannon. Another secount says the "Maine" was built in 1825. This vessel is generally described as consisting of the builts of two schoolers, with a paddle wheel in the space between the builts, and beams laid across both and decired over, retaining the two keels. In this abe resembled the next steamer of the United States Mayy, the "Demologos," built by Fulton in 1815.

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(Dounitmes of dT)



STEAMER "NEW ENGLAND" Built in 1833



IPSWICH VITAL RECORDS.

(Continued from Volume LV, page 48.)

LORD, Anise, d. Eben[eze]r, 3d [jr. T. R.] and Mary, bp.

Nov. 1, 1795. Anise, d. Eben [eze]r, 3d [jr. T. R.], bp. May 10, 1801. Anne, d. Moses, jr., bp. June 30, 1799. Asa, s. Sam[ue], 4th, bp. [bet. Feb. 17 and Mar. 17], 1765. Beamsly, s. Jer[emiah], jr., bp. Feb. 17, 1765. [bp. Feb. 10. T. R.] Benjamin, s. Benjamin and Susanna, bp. Sept. 30, 1792. Betsey, d. Capt. Eben[eze]r, bp. Dec. 30, 1787. Caleb, s. Moses, bp. Apr. 29, 1764. Caleb, s. Nath [anie], jr., bp. May 1, 1803. Daniel, s. Nath [anie]l, 3d, bp. Mar. 5, 1780. Ebenezer, s. John, bp. Sept. 29, 1782. Elisabeth Treadwell, d. John, jr. and Lucy, bp. Aug. 25, 1793. Eliza[beth], d. Aaron, bp. Mar. 8, 1761. Ephraim, s. James, jr., bp. Aug. 11, 1771. Hannah, d. John, bp. Oct. 2, 1763. Hannah, d. Sam[ue]l, 3d, bp. Sept. 26, 1773. Jacob, s. Moses, bp. June 26, 1774. James, s. Sam [uel], 4th, bp. May 8, 1763. Jeremiah, s. Ebenfezelr, 3d [jr. T. R.], bp. Aug. 19, 1798. John, s. James, jr., bp. Aug. 8, 1773. John, s. John, bp. Mar. 13, 1774. John, s. John, jr. and Lucy, bp. Aug. 25, 1793. John Berry, s. Moses and Abigail, bp. July 26, 1795. Joseph, s. twin, Sam uell, 4th, bp. Mar. 16, 1760. Joseph, s. Nath[anie]l, bp. June 19, 1763.

Joseph, s. James, jr., bp. June 15, 1783. Joseph Holland, s. Daniel, jr. and Sarah, bp. Feb. 23, 1794. Josiah, s. Sam[ue]l, bp. May 20, 1764.

Lucy, d. Nath aniell, 3d, bp. Oct. 6, 1765.

Lucy, d. Nath[anie]1, 3d, bp. Apr. 7, 1782. Lucy, d. John, jr., bp. Mar. 26, 1797.

Joseph, s. James, jr., bp. Apr. 23, 1780.

Lucy Mary, d. Moses, jr., bp. Aug. 5, 1804.

Margaret, d. Nath[aniel], jr., bp. Nov. 18, 1804. Mark, s. Capt. John, bp. Dec. 1, 1799.

Mary, d. Sam [ue]l, bp. June 24, 1750.

Mary, d. Nath aniell, 3d, bp. July 6, 1755.

Hannab, d. John, bp. Ook 2, 1763.

John a John, jr. and Lucy, bp. Aug. 25, 1793.

Jeseph. s. James, fr., bp. Jane 15, 1783, Joseph Holland, s. Daniel, ir. and Sarah, bp. Feb. 28, 1736.

LORD, Mary, d. Moses, bp. Oct. 29, 1758. Mary, d. twin, Sam[ue]1, 4th, bp. Mar. 16, 1760. Mary, d. Nath [anie], 3d, bp. Dec. 7, 1760. Mary, d. Nath [anie], 3d, bp. Jan. 28, 1787. Mary, d. Ebenezer, 3d [jr. T. R.], bp. Feb. 27, 1803. Mary Ann, d. Capt. John, bp. Sept. 29, 1805. Moses, s. Moses, jr. and Lucy, bp. Sept. 26, 1790. Nancy, d. Danfiell, jr., bp. Dec. 2, 1804. Natha[nie]l, s. Nathaniel, 3d, bp. Feb. 8, 1784. Nathaniel, s. Capt. John, bp. Nov. 7, 1802. Polly, d. Capt. Ebenezer, bp. Feb. 3, 1782. Prisce, d. Moses, bp. Mar. 30, 1782. Richard, s. Benj [ami]n, jr., bp. Feb. 1, 1795. Richard Henry, s. Ebenezer, 3d [jr. T. R.], bp. Mar. 17, 1805. Rob[er]t, s. Tho[ma]s, bp. June 2, 1751. [bp. May 26. T.R.] Sarah, d. Benj ami n, jr., bp. Oct. 4, 1789. Sarah, d. Nath[anie]l, jr., bp. Aug. 14, 1796. Sarah, d. Daniel, jr., bp. Apr. 20, 1800. Sukey, d. Capt. Eben[eze]r, bp. May 25, 1783. Sukey, d. Benj [ami]n, jr. and Susannah, bp. May 18, 1788. Tho [ma]s, s. James, jr., bp. Nov. 3, 1765. Thomas, s. Moses, jr., bp. Apr. 16, 1797. -, ch. Sam[ue]l, 4th, b. Oct. -, 1787.

LOW, Eliza[beth], d. John, bp. July 24, 1768. Jacob, s. Nath[anie]l, bp. Feb. 23, 1752. Nath[anie]l, s. John, bp. July 17, 1774.

LOWATER, Sarah, d. Stephen, bp. Dec. 26, 1773.

LUMAS (see also Lummus), John, s. Dan[ie]l, bp. Mar. 4, 1749[-50].

LUMMAS (see also Lummus), Daniel, s. Daniel, bp. [bet. Oct. 9 and Nov. 5], 1774.

Mary, d. Daniel, bp. Feb. 28, 1773.

LUMMIS (see also Lummus), Abraham, s. William, bp. Aug. 2, 1801.

Elisabeth, d. William, bp. Oct. 14, 1798.

John, s. William, bp. Oct. 18, 1795.

William, s. William and Elisabeth, bp. May 18, 1794.

LUMMUS (see also Lumas, Lummas, Lummis), Joanna, d. William, bp. May 6, 1804.

Margaret, d. Daniel, bp. Aug. 12, 1781.

Thomas, a Moses, in. 50. Apr. 16, 1797

LUMMIS (see also Lummas), Abraham, a. William, bu. Aug.

John, a. William, bp. Oct. 18, 1795. William, c. William and Ellscheth, bp. May 18, 1794.

MANNING, Lucretia, d. John, bp. May 26, 1765.

MARCH, Hannah, d. wid. Abigail, bp. Nov. 4, 1764. Robert, s. wid. Abigail, bp. Nov. 4, 1764.

MARTIN, Nath[anie]l, s. Nath[anie]l, bp. May 19, 1765. Simion, s. Nath[anie]l, bp. July 1, 1767. [bp. July 12. T. R.]

NEWMAN, Samuel, s. Benja[min], bp. Apr. 13, 1783.

—, ch. Daniel, b. Sept. —, 1787.

NEWMARCH, Hannah, d. John, bp. Nov. 6, 1785. John, s. John, 3d, bp. July 5, 1772. Joseph, s. John, 3d, bp. Sept. 11, 1774. Lydia, d. John, bp. Nov. 19, 1769. Sally, d. John, bp. Dec. 8, 1782. Samuel, s. Tho[ma]s, bp. Nov. 3, 1765. Tho[ma]s, s. Tho[ma]s, bp. Aug. 30, 1767.

PEABODY, David, s. David, bp. Feb. 16, 1752. [bp. Feb. 10. T.R.]

PEARLEY, Ebenezar, s. Nath[anie]l, bp. July 25, 1773. Nath[anie]l, s. Nath[anie]l, bp. Feb. 24, 1771.

PEARSON, Mehetabel, d. Enoch and Eunice, b. Mar. 7, 1792. P. B. 119.

PERKINS, Beamsly, s. Beamsly, bp. Nov. 14, 1762. Cata, d. Abraham, bp. Oct. 31, 1784. Daniel, s. Aaron, bp. Apr. 11, 1784. Elisabeth, d. Abraham, bp. May 27, 1781. Eliza[beth], d. Nath[anie]l, bp. Aug. 29, 1773. Jeremiah, s. Aaron, bp. Sept. 11, 1774. Joanna, d. Aaron, bp. Mar. 18, 1781. Kata, d. Abraham, bp. Apr. 9, 1786. Lucy, d. Abraham, bp. Aug. 24, 1794. Mary, d. Nath[anie]1, 3d, bp. Nov. 25, 1759. Mary, d. W[illia]m, bp. Feb. 1, 1761. Mary, d. Abraham, bp. Aug. 29, 1773. Mary, d. Joseph and Mary, bp. Apr. 8, 1781. Nathanael, s. Nath[anie]l, jr., bp. Aug. 30, 1795. Nath [anie], s. Wilflia]m, bp. Jan. 29, 1757. [bp. Jan. 30. T. R. Sarah. d Jeremiah [Jeremy. T. R.], bp. Apr. 29, 1750. [bp.

Apr. 20. T. B.]

MANUNE, Locuella, d. John, bp. May 26, 1765.

MARCH, Hannah, d. wid. Abigull. bp. Nor. 4, 1764.

MARTIN, Nath aniell, a. Nath aniell, bp. May 10, 1765. Simiou, a Nath aniell, bp. July 1, 1767 [bp. July 12, r. m.]

NEWNAN, Samuel, a. Besjafmin), bp. Apr. 13, 1783.

NHWMARCH, Habnab, d. John, bp. Nov. 6, 1786.
John, s. John, 3d. bp. July 5, 1772.
Joseph, s. John, 3d. bp. Sept. 11, 1772.
Lydin, d. John, bp. Nov. 18, 1769.
Sally, d. John, bp. Nov. 18, 1765.
Samuel, s. Tho(ma)s, bp. Nov. 3, 1765.
Tholmals, s. Tho(ma)s, bp. Aug. 30, 1767.

PHABODT, David, & David, op. Pub. 16, 1732. (Sp. Pub. 16, 224.)

PRARLEY, Ebenezan e Nath[asie]), be July 25, 1773. Nath[asie]), s. Nath[asie]), by. Ish 24, 1773.

PRARSON, Mahetabal, d. Enoch and Eunice, b. Mar 7, 1792.

PERKINS Heamely, a Heamely, be Nov. 14, 1762.

Cats, d. Abrebata, bp. Oct. 31, 1784.

Duriel, s. Astron, by Apr. 41, 1784.

Elizabeth, d. Abrabam, bp. 269, 27, 1781.

Elizabeth, d. Abrabam, bp. 269, 27, 1781.

Jeremish, a Astron, bp. Neps. 11, 1774.

Jonnas, d. Anton, bp. Mar. 18, 1731.

Kats, d. Abrabam, bp. Apr. 2, 1782.

Mary, d. Abrabam, bp. Apr. 2, 1782.

Mary, d. Marblaniell, 3d, bp. Mov. 26, 1783.

Mary, d. Abrabam, bp. Aug. 29, 1783.

Mary, d. Abrabam, bp. Aug. 29, 1783.

Mary, d. Joseph and Mary, bp. Apr. 2, 1783.

Mary, d. Joseph and Mary, bp. Apr. 2, 1783.

Marin a Joseph and Mary, bp. Apr. 2, 1783.

Mathemael, a Nathelaniell, ir. bp. Aug. 30, 1795.

Mathemael, a Nathelaniell, ir. bp. Aug. 30, 1795.

Sairab, d. Jeremish [Jerewy, r. a.], bp. Apr. 29, 1750. [bp. Jan. 32]

T. m.]

PERKINS, Stephen, s. Nath[anie]l, jr., bp. Mar. 1, 1761. Susanna, d. Abraham, bp. Apr. 19, 1789. Susannah, d. Nath[anie]l, bp. Aug. 26, 1753. Susannah, d. Nath[anie]l, bp. Nov. 7, 1779. William Baker, s. Joseph, bp. Mar. 6, 1785. —— ch. Bemsley, b. Nov. —, 1787.

PERLEY, see Pearley.

PETINGAL (see also Pettingal), Ephraim Smith, s. Joseph, bp. Aug. 17, 1783.

John, s. Joseph, bp. Oct. 17, 1784.

Lucy, d. Joseph, bp. Aug. 6, 1786.

PETTINGAL (see also Petingal), Joseph, s. Joseph, bp. Sept. 22, 1782.

PICKARD, Mary, d. Tho[ma]s, bp. Apr. 17, 1774.

PIERCE, Susannah, d. John, bp. Sept. 30, 1753. [bp. Sept. 20. T. R.]

PINDAR (see also Pinder), David, s. Moses, bp. Sept. 16,1787. Deborah, d. Benja[min], bp. July 28, 1771. [bp. July 21. T.C.] Edmund, s. Benj[ami]n, bp. Sept. 24, 1780. John, s. Moses, bp. July 21, 1782. Joseph, s. Moses, bp. Aug. 29, 1779. Polly, d. Moses, bp. Oct. 10, 1784. Salome, d. Benja[min], bp. Aug. 29, 1773.

PINDER (see also Pindar), Joseph, s. John, bp. Aug. 25, 1764

PITMAN, Mary, d. John, bp. July 15, 1764.

POMROY, —, d. —, b. Feb. —, 1786.

POTTER, Alexander, s. John and Martha, bp. July 15, 1804. Amos, s. Moses, bp. July 17, 1766. [bp. Aug. 17. T. R.] Anthony, s. Anthony, jr. [3d. T. R.], bp. Feb. 1, 1756. Eunice, d. Daniel, jr. and Eunice, bp. Jan. 11, 1798. Israel, s. Sam[ue]l, bp. Dec. 11, 1759. Jonathan, s. Rich[ar]d, bp. July 17, 1766. [bp. Aug. 17. T. R.] Martha Fellows, d. twin, Daniel, jr., bp. June 3, 1804. Mary, d. twin, Daniel, jr., bp. June 3, 1804. Moses, s. Moses, bp. July 2, 1758. Sarah, d. Moses, bp. June 22, 1760. Tho[ma]s, s. Tho[ma]s [Samuel. T. R.], bp. Aug. 11, 1754. —, ch. Sam[ue]l, bp. Feb. 26, 1758.

Preserve, Stephen, a. Nath[auto]i. it., bp. Mar. 1, 1761.
Scenance, d. Abraham, bp. Apr. 19, 1759.
Scenance, d. Nath[auto], bp. Aug. 26, 1753.
Scenance, d. Nath[auto], bp. Nov. 7, 1779.
William Baker, s. Joseph, bp. Mar. 6, 1785.
oh, Bemeley, b. Nov. —, 1787.

PERLEY, see Pearley.

PETINGAL (see also Petringal), Ephralm Smith, r. Joseph, bp. Aug. 17, 1783.

John, s. Joseph, op. Oct 17, 1734. Lucy, d. Joseph, op. Aug. G. 1756

PICKARD, Mary, 4. Thoughals, by. Apr. 17, 1774.

PIERCE, Susaniah, d. John, bp. Sept. 30, 1753. [bp. Sept. 20,

PINDAR (see also Pinder), David, a. Moses, bp. Sept. 16,1787, Deborab, d. Benja[min], bp. July 23, 1771. [bp. July 21 v.o.] Edmund, s. Benj[ami]n, bp. Sept. 24, 1780.
Joseph, s. Moses, bp. July 21, 1752.
Joseph, s. Moses, bp. Aug. 29, 1779.
Polly, d. Moses, bp. Oot. 10, 1784.
Salome, d. Senja[min], bp. Aug. 29, 1773.

PHYSER (see also Pindaz), Joseph, n. John, bp. Aug. 28, 1764

PITMAN, Mary, d. John, bp. July-15, 1764.

POMROY, ___ d. ___ b Fob ___, 1786

POITER, Alerander, a John and Marko, hp July 15, 1804
Amos, a Moses, hp. July 17, 1766. [hp. Aug. 17, r. a.]
Anthony, a Anthony, in [3d r. a.], hp. Pab. 1, 1756.
Eunice, d Daniel in and fundes, hp. Jan. 11, 1768.
Israel, a Sam[ue]l hp. Dec. 14, 1758.
Jonathan, a Hinh or]d, hp. July 17, 1766. [hp. Aug. 17, r. a.]
Martha Fellows, d. twun, Daniel, jr., hp. June 3, 1804.
Mary, d. twin, Daniel, jr., hp. June 3, 1804.
Moses, a Moses, hp. July 2, 1758.
Sarah, d. Moses, hp. June 32, 1750.
Tho[ma]a, a Tho[ma]a [Samuel r. z.], hp. Aug. 11, 1754.

Tho[ma]s, a Tho[ma]s [Samuel v. s.], op. Aug. 11, 1724.

PRINCE, Hannah, d. Jona[than], bp. Sept. 23, 1759. Jona[than], s. Jona[than], jr., bp. Apr. 29, 1750. [bp. Apr. 30. T. R.] Mehitabel, d. Jona[than], jr., bp. Jan. 31, 1762.

PROCTOR, Lucy, d. Jacob, bp. Sept. 14, 1783. Thomas, s. Jacob, bp. Sept. 14, 1783.

PULCIPHER (see also Pulsifer), Betsey, d. David and Elisabeth, bp. May 15, 1796.
David, s. Bickford, bp. Oct. 3, 1802.
John, s. Benja[min], bp. Sept. 30, 1750.
John Stanwood, s. Bickford and Sarah, bp. Dec. 30, 1798.
Thomas, s. Ebenezar, bp. Dec. 12, 1779.

PULSIFER (see also Pulcipher, Pulsipher), Bickford, s. twin,
David, bp. Aug. 16, 1772.

Ebenezar, s. twin David, bp. Aug. 16, 1772.

Eben[eze]r, s. Eben[eze]r, bp. Dec. 26, 1773.

PULSIPHER (see also Pulsifer), Ann, d. Jos[eph], bp. June 27, 1756. [bp. June 20. T. R.]
Anna, d. David, bp. May 21, 1774.
Bickford, s. twin, Bickford and Sarah, bp. Dec. 14, 1800.
David, s. David, bp. Jan. 1, 1797.
Ebenezer, s. twin, Bickford and Sarah, bp. Dec. 14, 1800.
Francis, s. Francis, jr. and Lucy, bp. Nov. 11, 1770.
Joseph, s. David, bp. Aug. 19, 1798.
Sarah, d. Francis, deceased, bp. Aug. 8, 1773.
Sarah, d. David, bp. Aug. 17, 1800.

RIGGS, Stephen, s. Tho[ma]s, bp. June 23, 1751.

ROBBINS, James, s. William, bp. Oct. 13, 1782. Lucy, d. William and Lucy, bp. Nov. 28, 1773. Lucy, d. William, jr., bp. July 2, 1780. W[illia]m, s. Wil[liam], bp. Aug. 12, 1750. [bp. Aug. 5. T.R.]

ROGERS, Daniel Augustus, s. Daniel, jr., bp. Feb. 13, 1803. Elisabeth, d. Daniel, jr. and Elisabeth, bp. Nov. 29, 1801. Lucretia, d. Capt. Dan[ie]l, bp. Mar. 12, 1786. Lucy, d. Capt. Daniel, bp. Jan. 20, 1782. Margaret, d. Capt. Dan[ie]l, bp. Apr. 9, 1780. Martha, d. Capt. Dan[ie]l, bp. Jan. 25, 1784. Mary Ann, d. Capt. Daniel, bp. July 13, 1788. Sarah, d. Daniel, grandd. Rev. Nathaniel, bp. May 16, 1773.

PHINCH Hannels, d. Jonn[tines], bp. Sept. 23, 1759. Jonn[than], s. Jonn[than], jr., bp. Apr. 29, 1750. [bp. Apr. 80. r. x.]

Mehitabel, d. Josefthan), jr., bp. Jan. 31, 1762

PROCTOR, Lucy, d. Jacob, bp. Sept 14, 1783. Thomas, s. Jacob, bp. Sept 14, 1783.

PULCIPHER (see also Polsifer), Better, d. David and Elizaboth, by. May 15, 1796.

Bavid, a. Bickford, bp Oat 3, 1802

John Stanwood, a Bieldord and Sarab, bp. Dec. 20, 1793.

Thomas, s. Ebensair, bg. Dec. 12, 1770.

PULSIPER (see also Palcipher, Polsipher), Bicklord, a. rain,

Ebendezar, a twin David, bp. Aug. 16, 1773.

BUT SIPHER (me also Pulsifer), Aun, d. dos[eph], bp. June

TI TING TO STATE OF THE STATE OF THE

Blos ford, a twis, Bickford and Sarah, bp. Dac. 14, 1300.

David, a David, bp. dam 1, 1797

Ebenever, a twin, Sightord and Small, bp. Dec. 11, 1800. Francis, s. Francis, ir. and Lucy, bp. Nov. 11, 1770.

Sarah, d. Francis, decement, br. Aug. 8, 177

RIGGS, Stephen, s. Thofmals, bp. June 23, 1751.

ROBENS, James, a William, bp. Oct. 13, 1782.
Lucy, d. William and Lucy, bp. Nov. 28, 1778.
Lucy, d. William in, bp. July 3, 1780.
Lucy, d. William in, bp. July 3, 1780.

ROGERS, Daniel Augustus, s. Heniel, jr., bp. 18, 1803.
Elisabeth, d. Daniel, jr. and Elisabeth, bp. Nov. 29, 1801.
Lucreria, d. Capt. Daniel, bp. dan. 12, 1786.
Lucry, d. Capt. Daniel, bp. dan. 20, 1782.
Margaiet, d. Capt. Daniel, bp. dan. 20, 1782.
Margha, d. Capt. Daniel, bp. dan. 28, 1783.
Marcha, d. Capt. Daniel, bp. dan. 28, 1783.
Mer Ann. d. Capt. Daniel, bp. dan. 13, 1783.

ROSS, Benjamin Davis, s. David and Rebeckah, bp. Aug. 22, 1779.

Jeremiah, s. Jeremiah and Hannah, bp. Nov. 1, 1795.

Joseph Wilcom, s. Jeremiah and Hannah, bp. Nov. 16, 1794. Moses, s. Jeremiah, bp. Nov. 2, 1800.

RUSSEL (see also Russell), Catharine, d. Henry, bp. July 7, 1799.

Henry, s. Henry, bp. Mar. 18, 1798. Mary, d. Henry, bp. Mar. 28, 1790.

RUSSELL (see also Russel), Andrew, s. Henry, jr. and Katharine, bp. May 18, 1788.

Elisabeth, d. Henry, bp. Dec. 16, 1792. Hannah, d. Henry, bp. July 4, 1802.

William, s. Henry, bp. Oct. 18, 1795.

RUST, Hannah Treadwell, d. Francis, grandd. John Treadwell, bp. Nov. 26, 1780.

SAFFORD, Abigail, d. Daniel, jr., bp. Sept. 30, 1759.

Abigail, d. Stephen and Sally (Jarvis), b. Sept. 30, 1763. P. R. 122.

Deborah, d. Simeon, bp. June 17, 1770.

Elizabeth, d. Stephen and Sally (Jarvis), b. Mar. 10, 1757. P. R. 122.

Ephraim, s. Simeon, bp. Apr. 18, 1790. Joseph, s. Simeon, bp. Feb. 18, 1787.

Lydia, d. Stephen and Sally (Jarvis), b. Oct. 10, 1753. P. R. 122.

Mary, d. Simion, bp. Feb. 28, 1773.

Nathan, s. Stephen and Sally (Jarvis), b. Apr. 11, 1758. P. R. 122.

Nathan, s. Stephen and Sally (Jarvis), b. June 6, 1760. P. R. 122.

Sarah, d. Stephen and Sally (Jarvis), b. Apr. 10, 1748. P. R. 122.

Stephen, s. Stephen and Sally (Jarvis), b. Nov. 29, 1750. P. R. 122.

· Susannah, d. Simeon, bp. Nov. 21, 1784.

Will[ia]m, s. John, bp. Jan. 5, 1755. [bp. Jan. 12. T. R.]

SATCHWELL (see also Shatswell), Daniel, s. Ric[har]d, bp. Feb. 19, 1758.

Isaac, s. Jeremiah, bp. Oct. 26, 1760.

Jona[than], s. Jona[than] [Jeremiah. T. R.], bp. Aug. 20, 1758. William [Richard. T. R.], s. Rich[ard], bp. Mar. 14, 1756.

ROSS, Resignin Davis, a David and Rebrokale, bp. Aug 22,

Jeremials, e. Jeremish and Hannals, bp. Nov. 1, 1795. Joseph Wilcons, s. Jeremials and Hannals, bp. Nov. 16, 1794. Moses, c. Jeremials, bp. Nov. 2, 1800.

RUSSEL (see also Hersell), Casharine, d. Henry, bp. July 7,

Henry, a Henry, by Mar. 18, 1198 Mary, d. Henry, by Mar. 28, 1790.

RUSSELL (see also Russel), Amirew, a Henry, it and Katharine, by, May 16, 1785.

Hisabeth, d. Henry, bp. Dez. 16, 1791. Hanrah, d. Henry, bp. July 4, 1802. William, a. Henry, by. Oct. 16, 1795.

RUST, Hannah Treshwell, d. Francis, craudd, John Trendwell, bp. Nov. 26, 1750.

SAFFORD, Abigail, & Daniel, jr., bp. Sept. 30, 1750.
Abigail, d. Stephen and Selly (Jarvis), b. Sept. 30, 1763.

Deborab, d. Simson, by Jhee 17, 1770.
Editabeth, d. Stephen and Sally (Jarvis), b. Mar. 10, 1757.

Ephraim, s. Simeon, bp. Apr. 18, 1760.

Lydin, d. Suphen and Saily (Jarvis), b. Oct. 10, 1755.

Mary, d. Simion, op. Pak. 28, 1778.

Nethen, a Stephen and Selly (Jarris), b. Apr. 11, 1736.

Nathan, s. Stephen and Sally (Jarvis), h. June 6, 1760

Sarah, d. Stephen and Sally (Jarvis), b. Apr., 10, 1748,

Stephen, s. Stephen and Sally (Jarvis), h Nov. 18, 17,500

Susannal, d. Simeon, by Now 21, 1784.

Will[is]m, s. John, by dan 5, 1755. [bp. Jen. 12 v. a.]

SAICHWELL (too also Shatswell), Daniel, a. Ric[hur]d, br. Feb. 19, 1758.

land, e. Jeremish, by Oct. 25, 1769.

Jonaltina] s. Jonalthan? [Jeremink, v. s.], bp. Aug. 20, 1758. William [Richard, v. s.] s. Blob [ard], bp. Mar. 14, 1756. SAWARD (see also Soward), Nabby Gould, d. John and Rebeckah, bp. Oct. 21, 1798.

SAWYER, Elisabeth, d. Joseph and Susannah, bp. June 9, 1793.

SHATSWELL (see also Satchwell, Shattswell), Daniel, s. Richard, jr., bp. May 27, 1764.

Daniel, s. Richard, bp. Jan. 29, 1774.

Jeremiah, s. Jeremiah, bp. Dec. 2, 1770.

Sarah, d. John, bp. Nov. 27, 1763.

SHATTSWELL (see also Shatswell), ——, ch. Isaac, b. Nov. —, 1787.

SMITH, Andrew, s. Tho[ma]s, bp. Mar. 13, 1757. Benja[min], s. John, 3d, bp. Dec. 18, 1774. Danfiell, s. Thofmals, bp. Jan. 26, 1755. Ebensezelr, s. Joseph, bp. Aug. 6, 1767. Eliza beth , d. Tho mals, bp. Mar. 7, 1762. Eliza[beth], d. Eben[eze]r, bp. Mar. 17, 1765. Eliza[beth], d. John, 3d, bp. Dec. 2, 1769. Ephraim, s. Joseph, bp. Sept. 24, 1758. Hannah, d. John, 4th, bp. Oct. 23, 1763. Hannah, d. John, 3d, bp. Nov. 15, 1767. Hannah, b. Apr. 16, 1769. P. R. 119. Hannah, d. Maj. Charles, bp. Aug. 24, 1783. Harrison, s. Capt. Ammi, bp. Apr. 29, 1804. Jacob, s. John, 4th, bp. Nov. 3, 1765. John, s. John, 4th, bp. Sept. 28, 1760. John, s. Tho ma s, jr., bp. July 17, 1766. [bp. Aug. 17. T. R.] John, s. John, jr., bp. Feb. 3, 1788. Joseph, g. Simon, bp. Jan. 19, 1783. Mary, d. John, 4th, bp. Oct. 18, 1767. Mary, d. Simon, bp. Oct. 25, 1772. Nath [anie] l, s. Charles, bp. Sept. 11, 1774. Samuel Rogers, s. Capt. Ammi, bp. Nov. 29, 1801. Sarah, d. Capt. Ammi, bp. Apr. 24, 1803. Susannah, d. John, 3d, bp. Dec. 22, 1771. Unice, d. Tho[ma]s, bp. Mar. 11, 1759. Willard, s. Maj. Charles, bp. Nov. 5, 1780. -, d. John, jr. and Lucy, b. Mar. 1, 1786. -, s. James, jr., b. Nov. -, 1786. —, d. John, jr., b. Nov. —, 1787.

SOWARD (see also Saward), Abigail Holmes, d. John L. and Margaret, bp. Aug. 17, 1800. SAWARD (see also Soward), Nabby Gould, d. John and Rebesliah, bp. Oct. 21, 1798.

SAWYER, Elizabeth, d. Joseph and Susannah, bp. June 9, 1793.

SHATSWHIL (see also Suchwell, Shattawell), Daniel, a-Richbard, jr., bp. May 27, 1764.

Jeremiah, s. Jeremiah, bo. Dvc. 2, 4770:

SHATTSWHILL (see also Shatswell), - vb. least, b. Nov.

Harrison, a. Cupt, Ammi, bn. Apr. 29, 1804.

SOWARD (see also fiawent), Abigail Holmes, d. John L. and Margaret, bp. Aug. 17, 1800. Soward, Abraham, s. John, bp. Nov. 6, 1772.

Eliza[beth], d. John, bp. Nov. 8, 1767.

Hannah, d. John, bp. July 23, 1780.

John, s. John L., bp. Apr. 18, 1802.

John Leatherland, s. John, bp. Nov. 3, 1765.

Margaret, d. John L. and Margaret, bp. Aug. 17, 1800.

Moses, s. John and Rebeckah, bp. Aug. 31, 1794.

Richard, s. John L. and Margaret, bp. Oct. 19, 1800, a. 8 or 10 y.

Sarah, d. John L. and Margaret, bp. Aug. 17, 1800.

Welcome, d. John and Rebeckah, bp. Dec. 9, 1792.

——, s. John Leath[erlan]d, b. ——, 1788.

SPILLER, Abigail, d. Robert, bp. Oct. 6, 1771. Eliza[beth], d. John, b. Nov. 4, 1764. Susannah, d. Henry and Mary, bp. June 17, 1792.

STACEY (see also Stacy), Samuel, s. Edward, bp. Nov. 27, 1785.

STACY (see also Stacey), Abigail Knoulton, d. Edward, bp. Mar. 20, 1791.

Edward, s. Edward, bp. Nov. 3, 1782.

Margaret, d. Edward, bp. Nov. 3, 1782.

Polly, d. Edward, bp. June 22, 1788.

Sarah, d. Jos[eph], bp. Sept. 18, 1757.

Sarah, d. Edward, bp. Nov. 3, 1782.

Susannah, d. Edward, bp. Sept. 21, 1783.

STALKER (see also Stocker), Eunice, d. Robert, jr., bp. Aug. 13, 1797.Stephen, s. Robert, bp. July 24, 1768.

STANFORD (see also Staniford), —, ch. Capt. Aaron, b. Jan. —, 1788.

STANIFORD (see also Stanford), Aaron, s. Aaron and Lucy bp. June 1, 1788.

Anne, d. Eben[eze]r, bp. Mar. 12, 1797.

Hannah, d. Daniel, bp. Nov. 10, 1751.

Jeremiah, s. Ebenezor, bp. May 10, 1795.

Joseph, s. Eben[eze]r, bp. Aug. 9, 1801.

Judith, d. Ebenezer and Judith, bp. Mar. 2, 1794.

Judith, d. Ebenezer, bp. Nov. 11, 1798.

Lucy, d. Capt. Aaron, bp. May 6, 1790.

Mary, d. Capt. Aaron, bp. Aug. 3, 1794.

Sowann, Abraham, a John, hp. Nov. 6, 1772.

Klins[beth], d. John, hp. Nov. 8, 1767.

Hannah, d. John, hp. Apr. 18, 1780.

John, a John L., hp. Apr. 18, 1802.

John Leatherland, a John hp. Nov. 2, 1765.

Moset, a John L. and Mangaret, hp. Aug. 17, 1800.

Ministrat, a John L. and Mangaret, hp. Oct. 19, 1800.

Sarah, d. John L. and Mangaret, hp. Oct. 19, 1800.

Sarah, d. John L. and Mangaret, hp. Aug. 17, 1890.

Velcome, d. John L. and Mangaret, hp. Aug. 17, 1890.

Welcome, d. John and Hebrokah, hp. Dec. 9, 1702.

Welcome, d. John had Hebrokah, hp. Dec. 9, 1702.

SPILLER, Abigstl, d. Nobers, bp. Oct. 6, 1771.
Ellis [beth], d. John, tr. Bov. d, 1764.
Sussman, d. Hanny and Mary, bp. Juce 17, 1792.

STACHY (see also Strop), Samuel, s. Edward, bp. Nov. 27, 1785.

STACT (wee also Stacey), Abigail English, d. Edward, bp.
Man, 10, 1791.
Pdward, a. Edward, bp. Nov. 3, 1782.
Margaret, d. Edward, bp. Nov. 2, 1782.
Telly, d. Edward, bp. June 22, 1788.
Sarah, d. Josephil, bp. Seph. 18, 1757.
Sarah, d. Edward, bp. Nov. 3, 1782.
Sarah, d. Edward, bp. Nov. 3, 1782.
Saramab, d. Edward, bp. Seph. 21, 1783.

STALLIFE (see also Stocker), Eunice, d. Robert, dr., bp. Aug. 18, 1797.

STANFORD (see also Staniford), --, oh. Capt Aurile, b.

STANIFORD (see also Sambord); Auron, s. Aaron and Long bp. June 1. 1789.

Anne, d. Eben[ers]n, bp. Mar. 12, 1797.

Hannah, d. Daniel, bp. Mar. 10, 1751.

Jaconiah, s. Ebenera, bp. May 10, 1795.

Jaconiah, s. Ebenera, bp. May 10, 1795.

Judith, d. Ebenera, and Judith, bp. Mar. 2, 1794.

Judith, d. Ebenera, bp. May 1, 1798.

Lacy, d. Capt Aaron, bp. May 3, 1790.

Mary, d. Capt Aaron, bp. May 3, 1794.

STANWOOD, Stephen, s. John, bp. May 30, 1802.

STOCKER (see also Stalker), John, s. Robert, bp. June 23, 1799.

STONE, Daniel, s. William, bp. Oct. 7, 1784.

Elisabeth, d. William, bp. Oct. 6, 1793.

Eliza[beth], d. Sam[ue]l, bp. Mar. 3, 1754.

Elizabeth, d. William, bp. Feb. 9, 1783.

Esther, d. Sam[ue]l, bp. May 17, 1772.

Hannah, d. William, bp. June 10, 1781.

Hannah, d. William, bp. Jan. 11, 1789.

John, s. Sam[ue]l, bp. May 21, 1774.

Joseph, s. Samuel, bp. Nov. 11, 1781.

Nathanael, s. William, bp. Oct. 1, 1786.

Patience, d. Sam[ue]l, bp. June 13, 1762.

Sarah, d. William, bp. June 10, 1781.

Susannah, d. W[illia]m, bp. Jan. 2, 1757. [d. Samuel. T. R.]

SUTTON, Ebenezer, s. William and Elizabeth, bp. July 1, 1804. William, s. William and Elisabeth, bp. Nov. 29, 1801.

SWEET (see also Swett), Hannah, d. Jabez, bp. Apr. 13, 1783.

Moses, s. Jabez, b. Mar. 26, 1760. [bp. Mar. 30. т. в.]

Moses, s. Jabez, bp. Feb. 11, 1781.

Nathaniel, s. Moses [Jabez. т. в.], bp. May 1, 1757.

Nath[anie]l, s. Jabez, bp. Aug. 29, 1773.

Polly, d. Jabez, bp. Mar. 29, 1789.

—, ch. John, b. Nov. —, 1787.

SWETT (see also Sweet), Polly, d. Benj[ami]n and Rebeka, bp. Jan. 11, 1789.
Rebeckah, d. Benj[ami]n, bp. Jnne 17, 1787.

TREADWELL (see also Tredwill), Daniel, s. Moses, bp. Sept. 27, 1789.

Elisabeth, d. Aaron, jr., bp. Nov. 29, 1801.

Elizabeth, d. Jacob, bp. Sept. 30, 1792.

Jacob, s. Jacob, bp. May 1, 1774.

Lucy, d. Aaron, jr., bp. Aug. 7, 1799.

Martha, d. Sam[ue]l and Mary, bp. Jan. 17, 1790.

Mary, d. William and Mary, bp. Dec. 3, 1780.

Mary, d. Sam[ue]l and Mary, bp. Aug. 2, 1789.

Micajah, s. Aaron, jr., bp. Nov. 27, 1803. Sarah, d. Sam[ue]l aud Mary, bp. Aug. 2, 1789.

—, s. Capt. Nath[anie]l, b. Mar. —, 1786. —, ch. Capt. Nat[hanie]l, b. Dec. —, 1787. STANS-00D, Stephen, a John, bp. May 30, 1802.

STOCKER (secales Stather), John, a. Robert, bp. June 23, 1799.

STONE, Daniel, a. William, bp. Oct. 7, 1784.
Editabeth, d. William, sp. Oct. 6, 1783.
Editabeth, d. Samford, bp. Mar. 5, 1763.
Editabeth, d. William, bp. Sam. 6, 1763.
Hannah, d. William, bp. Jane 10, 1781.
Hannah, d. William, bp. Jane 11, 1789.
Joseph, s. Samford, bp. May 21, 1774.
Joseph, s. Samford, bp. May 21, 1774.
Vainausel, s. William, bp. Oct. 1, 1786.
Pathones, d. Samfael, bp. May 11, 1781.
Pathones, d. Samfael, bp. Jane 13, 1763.

Sessonal, d. Wilkister, by Jon. 2, 1767. [d. Samuel. r. s.]

SUTTON, Ebenezar, a. William and Elizabeth, bp. July 1, 1804. William, s. William and Elizabeth, bp. Nov. 29, 1801.

SWEHT (see also Swett), Hannah, d. Jabez, bp. Apr. 13, 1783.
Moses, s. Jahez, b. Mar. 25, 1760. [bp. Mar. 30. r. s.]
Moses, s. Jahez, bp. Feb. 11, 1781.
Nathaniel, s. Moses [Jabez r. s.], bp. May 1, 1787.
Nath[anie], s. Jahez, bp. Aug. 39, 1773.
Polly, d. Jahez, bp. Mar. 29, 1773.

SWHIT (see also Sweet), Poilr, d. Henj[aml]n and Belein, bp. Jan. 11, 1789. Rebesheb, d. Henjfamila, bn. Jane 17, 1787.

TRHADWHIL (see also Tredwill), Daniel, s. Mosas, bp. Sept. 27, 1789.

Elizabeth, d. Aaron, jr., bp. Nov. 29, 1801.
Elizabeth, d. Jacob, bp. Sept. 30, 1792.
Jacob, a. Jacob, bp. May 1, 1774.
Laty, d. Aaron, jr., bp. Aug. I. 1799.
Martha, d. Somfuell and Mary, ep. Jan. 17, 1790.
Mary, d. William and Mary, bp. Den. 3, 1780.
Mary, d. Samfuell and Mary, bp. Den. 3, 1780.
Micajah, e. Aaron, jr., bp. Nov. 27, 1803.
Samb, d. Samfuell and dlary, bp. Aug. 2, 1780.
— s. Capt. Nathfaulell, b. Mar. —, 1780.
— cb. Capt. Nathfaulell, b. Den. —, 1780.
— cb. Capt. Nathfaulell, b. Den. —, 1780.

TREDWILL (see also Treadwell), Elisha, s. John, bp. Feb. 3, 1754. [Feb. 31. T. R.]

WAIT, Elizabeth Perkins, d. Hale and Elizabeth, of Kennebunk, bp. Mar. 24, 1805.

John, s. John and Rebeckah, bp. Nov. 3, 1782. John, s. John and Rebeckah, bp. Oct. 24, 1784.

Sally, d. Hale and Elisabeth, residing "at present at Kennebunk, a Parish in Wells," bp. Sept. 26, 1802.

WALLACE (see also Wallis), Polly, d. Aaron and Margaret, bp. June 20, 1790.

WALLIS (see also Wallace), Aaron, s. Aaron, bp. May 24, 1767.
Aaron, s. Aaron, bp. Dec. 4, 1791.
Denison, s. Sam[ue]l [Robert. T. R.], bp. Feb. 16, 1755.
Eunice, d. Aaron, bp. Sept. 16, 1798.
Hannah, d. Aaron, bp. Oct. 18, 1795.
Joseph, s. Aaron, bp. Feb. 27, 1803.
Peggy, d. Aaron, bp. Aug. 4, 1793.
Robert, s. Robert, jr., bp. Aug. 25, 1764.
Sam[ue]l, s. Sam[ue]l, bp. June 22, 1760.
Samuel, s. Aaron, bp. Oct. 26, 1800.
William, s. Robert, bp. July 6, 1766.

WARNER, Asa, s. Asa, bp. Apr. 13, 1777.
Benjamin, s. Benjamin, bp. Dec. 31, 1786.
George Newman, s. twin, Benjamin and Lucy, bp. Apr. 15, 1792.
Hannah, d. Benj[ami]n, bp. July 3, 1785.
John, s. John, bp. Sept. 24, 1749.
Lucy, d. Benjamin and Lucy, bp. June 10, 1781.
Mary, d. Caleb, bp. June 1, 1760.
Nath[anie]l, s. John, bp. Sept. 14, 1766. [bp. Sept. 19. T. R.]
Nath[anie]l, s. Benj[ami]n, bp. Sept. 28, 1783.
Sarah, d. John, bp. May 29, 1763.
Sarah, d. John, bp. Nov. 11, 1764.
Susannah, d. William, 3d [jr. T. R.], bp. Aug. 9, 1789.
Will[ia]m, s. Caleb, bp. June 20, 1756. [bp. June 13. T. R.]
William, s. William, 3d and Susannah, bp. Apr. 28, 1782.
William, s. twin, Benjamin and Lucy, bp. Apr. 15, 1792.

WEBBER, Sarah, d. Francis, bp. Jan. 26, 1755. [bp. Jan. 12. T. R.]

WELDS (see also Wells), Eliza[beth], d. Tho[ma]s, bp. May 29, 1757.

Nathianiell, a. Benifamilu, bp. Sept. 28, 1783. Sarab, d. John, bp. May 39, 1763.

WELLS (see also Welds), Anthony, s. Philemon, bp. May 21, 1769.

David, s. David, bp. June 4, 1749.

Moses, s. Moses, jr., bp. Oct. 29, 1752.

Moses, s. Joseph, bp. Feb. 17, 1771.

WILCOMB (see also Wilcome), Anna, d. Jos[eph], bp. Sept. 21, 1755.

WILCOME (see also Wilcomb), Anna, d. Jos[eph], bp. Mar. 9, 1760.

WILLIAMS, Rebeckah, d. Joseph, bp. Aug. 24, 1783.

WISE, William, s. Joseph, bp. Oct. 6, 1771.

SURNAME MISSING

---, Abigail, d. Rich[ar]d, bp. Jan. 20, 1760.

IPSWICH MARRIAGES

- BROWN, Lydia, wid., and James Lord, Jan. 26, 1780.
- CHAMBERS, James, a Scotsman and late Prisoner, and Rebeckah Roberts, Jan. 26, 1780.
- CLEAVES, Anna, of Hamilton, and Ezekiel Dodge of Beverly, Oct. 9, 1803.
- COGSWELL, Nathaniel Peasly, of Atkinson, and Susannah Lakeman, Nov. 20, 1777. [May 20. T. R.]
- DODGE, Ezekiel, of Beverly, and Anna Cleaves of Hamilton, Oct. 9, 1803.
- DOLE, Moses, jr., of Rowley, and Susannah Heard, Oct. 31, 1793.
- ELIOT, Jabez, and Sarah Ireland, May 29, 1778. [May 27. T.R.]

WHILE (see also Welds), Authory, s. Philemon, bp. May 21, 1763.

David, s. David, bp. Jose & 1749. Moses, s. Moses, ir., bp. Det. 29, 1752. Moses, s. Joseph, bp. Pab. 17, 1771.

WHICOME free also Wilsome), Anna, d. Jes[aph], bp. Sept.

WILCOME (see also Wilcomb), Anna, d. Jos[sph], bp. Mar. 9, 1760.

WILLIAMS, Rebeckali, d. Joseph, bp. Aug. 24, 1783

WISE, William, and oneph, bp. Oct. 6, 1771

Street Street Street Street St. 1760.

PRIVATE HARRISTAUES

BROWN, Lydia, wid, and James Lord, Jan. 26, 1780.

CHAMBERS, James, a Scoteman and lake Prisoner, and Rebeckah Roberts, Jun. 26, 1780.

CIHAVES, Anna, of Hamilton, and Easkiel Dodge of Berki-

COGSWHIL, Nathaniel Pensly, of Atkinson, and Sasanana Lakeman, Nov. 20, 1774. [May 20. v. n.]

DODGE, Erekiel, of Bereily, and Anna Cleaves of Hamilton, Oct. 9, 1803.

DOLE, Moses, fr., of Rowley, and Sursunah Heard, Oct. 31,

ELIOT, Jabes, and Sarah Ireland, May 29, 1778. [May 27, v.s.]

- GOODHUE, Aaron, and Mary Kimball, 6th, May 4, 1788. Mary, and John Stanwood, Nov. 25, 1790. [Nov. 24. T. R.]
- HARRIS, Job, resident in Portsmouth, N.H., and Mary Heard, June 5, 1794. [June 6. T. R.] Thomas, and Hannah Soward, Apr. 4, 1805.
- HEARD, Mary, and Job Harris, resident in Portsmouth, N. H., June 5, 1794. [June 6. T. R.] Susannah, and Moses Dole, jr., of Rowley, Oct. 31, 1793.
- HUNT, Joseph, and Deborah Lakeman, Apr. 4, 1793. [Apr. 5. T. R.]
- IRELAND, Sarah, and Jabez Eliot, May 29, 1778. [May 27. r. R.]
- JEWETT, Mary, Mrs., and Col. Larkin Thorndike of Beverly, Jan. 3, 1792.
- KIMBALL, Mary, 6th, and Aaron Goodhue, May 4, 1788.
- LAKEMAN, Deborah, and Joseph Hunt, Apr. 4, 1793. [Apr. 5. T. R.]
- Susannah, and Nathaniel Peasly Cogswell of Atkinson [Ipswich. c. r. 1.], Nov. 20, 1777. [May 20. T. R.]
- LORD, James, and wid. Lydia Brown, Jan. 26, 1780. Lucy, d. Dr. Samuel, deceased, and Richard Sutton of Portsmouth, originally of Ipswich, Dec. 13, 1802.
- PITMAN, Mary, and William Ross, Dec. 17, 1784. [Dec. 27. r. R.]
- RIPLEY, Campbell, of Salem, and Mrs. Eunice Smith, Apr. 6, 1783. [Nov. 28, 1782. T. R.]
- ROBERTS, Rebeckah, and James Chambers, a Scotsman and late Prisoner, Jan. 26, 1780.
- ROSS, William, and Mary Pitman, Dec. 17, 1784. [Dec. 27. T. R.]
- SMITH, Eunice, Mrs., and Campbell Ripley of Salem, Apr. 6, 1783. [Nov. 28, 1782. T. R.]

GOODSUH, Asson, and Mary Edmball, 6th, May 4, 1788, Mary, and John Stanwood, Nov. 25, 1790. [Nov. 24, to h.]

HARRIS, Job. resident in Portsmonth, M.H., and Mary Heard, June 5, 1796. [June 6, v. s.] Thomas, and Hannah Soward, Apr. 4, 1805.

HEARD, Mary, and Job Harris, resident in Portsmooth, N. H., Jone L. 1794. [June C. r. s.] Bussmah, and Moses Dole, in, of Rossley, Oct. 31, 1702.

HUNT, Joseph, and Debomb Laksman, Age. 4, 1793. [Apr. 5, x z.]

RELAND, Samb, and Jakes Elies, May 29, 1778. [May 27, Y B.]

JEWEIT, Mary Mrs, and Ook Latkin Thorodike of Merenty, Jan. 3, 1792.

RIMBALL, Mary, Oth, and Asron Goodhue, Stey 4, 1728.

LAKEMAN, Deborah, and Joseph Bant, Apr. 4, 1793, [Apr.

Surannah, and Natherilel Pensiy Conswell of Athinson [Ipawinh c. s. 1.], Nov. 20, 1777. [May 20. s. s.]

LORD, James, and wid. Lydia Prown, dan. 26, 1180.
Lucy, d. Dr. Samosi, decessed, and Richard Sutton of Posteraugh, originally of Ipswich, Dec. 13, 1802.

PITMAN, Mary, and William Ross, Des. 17, 1784. [Dec. 27, 7, 24]

RIPLEY, Compbell, of Salom, and Mrs. Eurice Smill, Apr. 6, 1783. [Nov. 28, 1782 r. s.]

ROBERTS, Rebecksh, and James Chambers, a Scotness and late Prizoner, Jan. 26, 1780.

EOSS, William, and Mary Pitman, Dec 17, 1784. [Dec 27.

SMITH, Eunies, Mrs., and Campbell Ripley of Scient, &pr. 6, 1783. [Nov. 28, 1782. r. n.] SOWARD, Hannah, and Thomas Harris, Apr. 4, 1805.

STANWOOD, John, and Mary Goodhue, Nov. 25, 1790. [Nov. 24. T.R.]

SUTTON, Richard, of Portsmouth, originally of Ipswich, and Lucy Lord, d. Dr. Sam[ue]l, deceased, Dec. 13, 1802.

THORNDIKE, Larkin, Col., of Beverly, and Mrs. Mary Jewett, Jan. 3, 1792.

IPSWICH DEATHS

ABBOT, Sarah, cancer, Apr. 13, 1783.

Sarah, d. Philip, consumption, June 25, 1790, a. 7 y.

—, d. Philip, canker and fever, Sept. 7, 1796, in her 2d y.

[Sept. 8. T. R.]

ADAMS, Sarah, w. Dr. Samuel, consumption, Sept. 24, 1787, a. 37 y.

——, ch. Henry, Oct. 25, 1788, a. 2 y.

AIRS, ---, Mrs., old age, Sept. --, 1787, a. abt. 80 y.

APPLETON, Aaron, on his passage from Gaudaloupe, yellow fever, abt. Sept. 16, 1802.

Elizabeth, d. Sam[ue]l, fits, Jan. 7, 1790, a. 19 y. [a. 21 y. T.R.]

Isaac, fever, Dec. 18, 1794, a. 91 y. [Dec. 19. T. R.]

John, by a fall from the scaffold of his barn, Apr. 12, 1798,

a. 48 y. [a. 47 y. G. R.]

, w. John, atrophy, Feb. 24, 1790, a. 75 y.

AVERIL, —, ch. Beni[ami]n, fits, Sept. 19, 1800, a. 7 d.

AYERS, see Airs.

BACHELDOR, —, wid., dropsy, Jan. —, 1800, a. 73 y.

SOWARD, Hannab, and Thomas Harris, Apr. 4, 1805.

STANWOOD, John, and Mary Goodbue, Nov. 25, 1790. [Nov. 24, 1, 11.]

SUITON, Richard, of Portamouth, originally of Ipswich, and Inter Lord, d. Dr. Sam[us]t, deceased, Dec. 18, 1802.

THORNDINE, Larkin, Col., of Heverly, and Mis. Mary Jew-

ILEANICH DEVLIES

ABBOT, Sarak, cancer, Apr. 18, 1783.
Saroh, d. Philip, consumption, June 25, 1790, a. 7 y.

d. Fhilip, cannot and fever, Sept. 7, 1796, in her 2d y.

[Sept. 8. r. m.]

ADAMS, Sarab, w. Dr. Samuel, consumption, Sept. 24, 1787, a. 37 y.

-, ch. Henry, Ock 75, 1788, a. 2 y.

AIRS, - Mrs. old age, Sopt. -, 1787, a. abt. 80 y.

APPLETON, Auron, on his passage from Gaudeloupe, reliew

Elizabeth, d. Sam[ve]i, fits, Jan. T, 1780, d. 19 y. [a. 21 y. T.m.]
Issae, faver, Dec. 18, 1794, a. 91 y. [Dec. 19. T. m.]
John, by a fell from the etaffold of his barn. Apr. 12, 1798.

a. 45 y, 12. 51 y, 6. R. 1

AVERIL ____, ch. Ben[[ami]n, fits, Sept. 19, 1800, s. 7 d.

AYERS, see Aire.

BACHELDOR, ---, wid., dropsy, Jan. --, 1800, a. 73 y.

BAKER, Samuel, s. Samuel, quinsy, Nov. 30, 1790, in his 10th y.

Sarah, wid., Nov. 1, 1801.

Thomas, s. William, Aug. -, 1784, a. 13 y.

William, jr., s. William, Dec. -, 1780, a. abt. 23 y.

William, pleuratic disorder, Apr. 29, 1790, a. 63 y.

---, Col. [bef. June 27], 1785.

____, ch. Stephen, cold, Dec. 17, 1800, a. 15 d.

---, d. Stephen, worms, Mar. 17, 1803, a. 4 y.

---, ch. Stephen, Dec. 18, 1803, a. 4 or 5 m.

BALLARD, —, ch. Cate, at the poorhouse, Oct. 4, 1802, a. 16 m.

BEAL, -, wid., general weakness, Nov. 2, 1804, a. 86 y.

BENNET, John, general decay, at the poorhouse, Jan. 28, 1805, a. 81 y.

---, Mrs., natural decay, at the poorhouse, Mar. 9, 1804, a. 71 y.

BERRY, ----, wid., bef. Jan. 5, 1780, a. 94 y.

BETHEL, —, w. —, consumption, Sept. —, 1791, a. 45 y.

BLACKFORD, Lucy, w. John Curtiss, rupture of a vessel, Sept. 24, 1790, a. 33 y.

BLY, John, consumption, Feb. 27, 1789, a. 73 y.

---, w. John, cholera morbus, Feb. 1, 1789, in her 72d y.

BOARDMAN, ---, w. Daniel, childbed, Mar. 6, 1799, a. 42 y.

BOILES (see also Boyles), —, s. Charles, Nov. 14, 1803, a. 1 h.

BOILS (see also Boyles), ——, ch. Charles, quinsy [bet. Feb. 23 and Mar. 12], 1800, a. 2 y.

BOYLES (see also Boiles, Boils), ——, ch. Charles, fits, Mar. 21, 1803, a. 15 w.

---, w. Charles, childbed, July 25, 1805, a. 34 y.

BROWN, Doreas, wid., consumption, Mar. 15, 1788, a. 75 y. [Mar. 16. T. R.]

John, Dec. 27, 1777.

John, s. Benj[ami]n, Jan. -, 1779. [Dec. 31, 1778. T. R.]

BAKER, Samrel, a Semuel, quincy; Mov. 30, 1790, in his

Sarah wid , Nov. 1, 1801

Thomas, a. William, Aug. -, 1784, a. 13 y.

William, jr., a. William, Dec. -, 1790, s. abt. 23 y.

William pleasatic disorder, Apr. 29, 1790, a. 63 y.

oh Skepten cold, Dec. 17, 1800 a 15 d.

d Stephen, worms; Mar. 17, 1803, a. 4 y

- dh Stephen, Doc 18, 1803, a. 4 or 5 m.

BALLARD, -, ch. Cate, at the posthouse, Cat. 4, 1802, a, 16 m

BHAL wid., general weakness, Nov. 2, 1804, a. 86 y.

BENNET, John, general decay, at the posthoses, Jan 28,

Mrs. natural decay, at the postioner, Mer. 9, 1804,

BERRY, ---, wid., bef. Jan. 5, 1780, a. 94 p. ;

BRIBEL, w. w. occasimption, Sept. -, 1791, s. 45 y-

BIACKFORD, Low, w. John Carties, tapture of a vessel, Sept. 24, 1730, a. 33 y.

ELY, John, consumption, Feb. 27, 1789, a. 75 y.

w. John, abolers morbus, Feb. 1, 1789, in her 72d y.

BOARDMAN, ___, w. Daniel, childbed, Mar. 6, 1799, a. 62 y-

BOILES (see also Boyles), -, s. Charles, Nov. 14, 1803, s. 1 h.

BOILS (see also Boyles), ___, ub. Oberles, quincy [bit. Teh 23 and Mar. 12], 1800, s. 2 y.

BOYLES (nos also Bolles, Bolle), ---, oh, Charles, fis, Mar. 21, 1803, a. 15 w.

___, w. Charles, childbed, July 25, 1805, a. 34 y.

BROWN, Doreas, wid., consumption, Mar. 15, 1758, a. 75 y

John, Dec. 27, 1777.

John, s. Benj[und]n, Jun. - 1979. [Dec. 31, 1978. v. m.]

BURNHAM, Samuel, Lt., s. Capt. Thomas, consumption, brought on by the hardships of the camp, Mar. 14, 1782.

[Mar. 15. g. R.]

Samuel, s. Maj. Thomas, chin cough, Feb. 8, 1787, a. 9 m. [Feb. 9. T. R.]

Sarah, consumption, Mar. 26, 1790, a. 24 v.

Susannah, w. Col. James, general decay, May —, 1805, a. 41 y. [May 18. T. R.]

____, s. Maj. Thomas, sore mouth, Oct. 9, 1794, a. 3 m.

CALDWELL, David, s. Tho [ma]s, Jan. 21, 1784, a. abt. 1 y. John, old age and a broken bone, Dec. 18, 1792, a. 85 y. Lucy, w. Thomas, puerpural fever, Sept. 18, 1788, a. 35 y. [a. 36 y. G. R. 1.]

Lydia, wid., bilious fever, Jan. 19, 1787, a. 71 y. [Jan. 20.

T. R.]

Mercy, w. John, sr., Feb. 23, 1783.

---, w. Thomas, Apr. 17, 1786, a. 39 y.

---, w. Benj ami n, fever, May 19, 1796, a. 59 y.

CALEF, John, Capt., oldest s. Dr. John and Dorothy, drowned on the back of Plumb Island in attempting to go on shore from a vessel drove upon the beach, in his return from the West Indies, Feb. 19, 1782, a. abt. 28 y.

CHAMBERS, James, consumption, Sept. 16, 1796, a. 48 y. [Sept. 15. T. R.]

CHOAT, —, Capt. [bef. June 27], 1785. —, wid., cholera morbus, Aug. —, 1799, a. 82 y.

CLARK (see also Clerk), Elisabeth (Wainwright), w. Dr. Parker, jaundice and dropsy, Mar. 1, 1798, a. 73 y. [Mar. 2. T. R.]

CLERK (see also Clark), Parker, Dr., palsy, Sept. 19, 1798, a. 81 y.

COGGSWELL, Elisabeth, wid., lethargy, Mar. 12, 1800, a. 87 y.

John, from Chebacco, fever, at the poorhouse, Mar. 30, 1804,
a. 50 y.

Joseph, fever, caused by a fall, July 20, 1791, a. 55 y. [July 21, a. 54 y. T. R.]

____, d. Eben[eze]r, quinsy [bet. May 9 and July 16], 1800, a. 3 y.

BURNHAM, Samuel, IA, s. Capt. Thomas, consumption, brought on by the hardships of the camp, Mar. 14, 1782, [Man. 15. c. s.]

Samuel, s. Maj. Thomas, chin cough, Feb. 8, 1787, a. 9 m.

[42 4 6 404]

Sarah, consumption, Mar. 25, 1790, m. 24 y. Sosannah, w. Col. James, general decay, May -, 1805, a

La r Migrid Tid

____ s. Maj. Thomas, one mouth, Oct. 9, 1794, c. 3 m.

CALDWELL, David, s. Thefunaja, June 21, 1781, a. abt. 1 y.
John, old age and a broken bose, Dec. 18, 1792, a. 85 y.
Lucy, w. Thomas, puerpural fever, Sept. 18, 1788, a. 25 y.
La. 26 y. a. a. 1.)

Lydia, wid., bilique fever, Jan. 10, 1787, a. 71 y. [Jan. 20.

F. 31 . 7

Mercy, w. John, sr., Pal. 28, 1783.

w Remifered to the Mar 18 1785 a 18 w

CALER, John, Capt., oldest at Dr. John and Porothy, drowned of the back of Flund Island in attempting in go on shore from a vessel drove upon the beach, in his return from the West Indies, Feb. 19, 1782, a. abt. 28 y.

CHAMBERS, James, consumption, Sept. 15, 1795, a. 48 y. [Sept. 15, r. m.]

CHOAT, ---, Capt. [bet. June 27], 1785.
--, wid., obolers morbos, Aug. --, 1799, a. 82 y.

CLARK (see also Clerk), Elizabeth (Weinwright), w. Dr. Parkur, jaundice and dropey, Mar. 1, 1795, a 73 p. (Mar. 2 r. k.)

CLERK (see also Clark), Parker, Dr., palsy, Sept. 18, 1738, a. 81 y.

COGGSWHILL Elisabeth, wid, lethargy, Mar. 12, 1800, n. 87 y. John, from Chebacco, fever, at the posthouse, Mar. 88, 1804,

Joseph, fever, caused by a fall, July 20, 1791, a 55 y, [July

21, a 61 r. r. a.]

... d Eben[eze]r, quiesy [bet May 9 and July 10], 1800,

COLEMAN, William, s. W[illia]m and Sarah, worms, Dec. 8, 1789, a. 15 m. [Dec. 9. T. R.]

CROCKER, John, Dea., Apr. —, 1806, a. abt. 80 y. [Apr. 21, in his 83d y. T. R.]

——, w. Dea. John, general decay, Jan. 11, 1803, a. 72 у. [Jan. 12. т. в.]

CROSS, Hannah, d. Benj[amin], fever, Sept. 28, 1792, a. 11 y. —, d. Benj[ami]n, Sept. 6, 1777, a. abt. 20 m.

DAY, Aaron, drowned in a creek, 9 days before, bur. Sept. 2, 1790, in his 64th y. [Aug. 24. T. R.] Elizabeth, wid., Jan. 7, 1786, a. 96 y. 10 m. Mary, wid., palsy, Oct. 13, 1802, a. 85 y.

DENNIS, Hannah, consumption, June 3, 1789, a. 18 y. [June 4. T. R.]

Hannah, wid., consumption, Mar. 11, 1794.

Joseph, Capt., fever, at St. Eustacia [bef. Oct. 26], 1786.

Martha, consumption, Jan. 25, 1795, in her 20th y.

Nath[anie]l, Capt., fever, at Martinico, W. I. [bef. Apr. 1], 1795, a. 42 y.

---, d. Nath[anie]l, May 3, 1782, a. abt. 1 y.

DODGE, Elisabeth, wid. Col., Sept. 22, 1785, a. abt. 56 y. Isaac, Col., cholera morbus, June 27, 1785, a. abt. 53 y. [June 29. T. R.]

Rebeckah, wid., dysentery, Oct. 16, 1794, a. 84 y. 1 d. [Oct. 15. T. R.]

DUTCH, Nath[anie]l, consumption, Sept. —, 1795, a. 82 y. Aug. 28, a. 81 y. T. R.]

Sarah, wid., universal decay, Mar. 15, 1799, a. 72 y.

____, d. Stephen, Sept. 23, 1788, a. 8 m.

—, s. Daniel, chin cough, May 11, 1791, a. 14 m. [May 12. T. R.]

EATON, ---, ch. wid., canker, Aug. 13, 1797, a. 4 m.

EMMONS, —, wid., mother to Richard Lakeman's wife, Nov. 1, 1780, in her 74th y.

_____, s. Daniel, chin cough, May 23, 1802, a. 3 or 4 m.

EVELETH, —, s. Samuel, chin cough and canker, Sept. —, 1787, a. 17 m.

.....

COLEMAN, William, s. William and Sarah, worms, Day. S., 1789, a 15 m. [Day 9, n. s.]

CROCKER, John, Den. Apr. -, 1808, a abt. 80 y. [Apr. 21, in bis 88d y. r. s.]

Clam 12. T. R.

CROSS, Hannah, d. Heuffamin), fever, Sept. 28, 1792, a. 11 y. d. Benjfamila, Sept. 6, 1777, a. abt. 20 ac.

DAY, Aaron, drowned in a creek, 9 days before, but. Sept. 2.,
-7.790, in his 64th y. [Aug. 24 v. s.]
Elizabeth, wid., Jan. 7, 1788, a. 98 y. 10 m.

Mary, wid , polery, Oct. 13, 1802, a. 50 T.

DENMIS, Housely consumption, June 3, 1789, a. 18 y. [June 4 v. m.]

Hannah, wid, communico, Mar. 11, 1794.
Joseph, Capt., foror, at St. Mastacia [bot. Oct. 26], 1786.
Martha, consumption, Jan. 25, 1795, to her 20th y.
Nath[anis], (apt., fever, at Martinico, W. I. [bet. Apr. 1].

I ide a S271 S wolf If also Mould be

DODGE, Elizabeth, wid: Col., Sept. 23, 1785, a. abt. 50 g.

Tabeckan, wid., dysentery, Oct. 16, 1794, a. 84 y. 1 d. [Oct.

DUTCH, Nath smiell, consumption, Sept. -, 1795, 2, 83 y.

Sarah, wid., universal decay, Mar. 15, 1793, a. 72 y.

a. Daniel, chin coogh, May 11, 1701, a. 14 in: [May 12

HATON, ____, oh: wid., canker, Aug. 13, 1797, a 4 m.

HMMONS, ... wid, mother to Richard Lakeman's wile,

Taniel chin cours, May 23, 1802 a, 3 or 4 m.

SYPLETH, Samuel, chin cough and canker, Street

FARLEY (see also Farly), Elisabeth, wid., fever, July 3, 1795. [July 6. g. r. 1.]

Lucy, w. Jabez, d. the late Rev. Nath[ani]el Rogers, child-birth, July 24, 1788, a. 29 y.

Michael, Gen., black jaundice, June 19, 1789, a. 70 y. [June 20. T. R.]

Thomas, s. Jabez, drowned in the tanners water pit, Nov. 5, 1802, a. abt. 3 y.

—, d. Jabez, consumption, July —, 1787, a. 18 m. [July 12, a. 15 m.]

-, inf. s. Robert, sore mouth, Aug. 2, 1796.

----, d. Jabez, worms, Mar. 13, 1805, a. 2 y. [Mar. 3. dup. T. R.]

FARLY (see also Farley), —, s. Maj. R., teething and convulsion, Dec. 31, 1799, a. 4 m.

FISHER, Hannah, wid., palsy, Dec. 31, 1788, a. 82 y.

FITTS, Abigail, sister-in-law Dea. Lord, Mar. 12, 1796, a. 64 y. Andrew, Jan. 13, 1788, a. abt. 43 y. [Jan. 12. т. к.] Hannah, wid., Sept. 21, 1801, a. 70 y. James, palsy and apoplexy, Apr. 1, 1785, a. 63 y. Jeremiah, general decay, Feb. 23, 1801, a. 93 y. 1 m. John, old age, Apr. 19, 1787, in his 83d y. Mary, wid., fever, Apr. 23, 1802, a. 83 y. Sam[ue]l, Jan. 2, 1796, a. 62 y. —, Mrs., "old," smallpox, beginning of the summer, 1777.

FOSTER, Abigail, w. John, cancer, Nov. 28, 1786, a. abt. 51 y.
[Nov. 29. T. R.]
Elisabeth, melancholy and fever, July 20, 1789, a. 51 y.
Eunice, wid., consumption, Dec. 2, 1801, a. 63 y.

FOULER (see also Fowler), Joseph, jr., Aug. 4, 1785.

FOWLER (see also Fouler), —, wid., fever, Dec. 1, 1797, a. 76 y.

FRASÉR, ---, fever, Dec. 4, 1799.

FRISBIE, Levi, Rev., who took pastoral charge of 1st Ch. Feb. 7, 1776, d. Feb. 26, 1806, a. 58 y. [Feb. 25. T. R.] Nath[anie]l, s. Rev. Levi, consumption, June 2, 1786, a. 5 m.

PARLEY (see also Facty), Encabeth, wid, fever, July 3, 1788. (July 6, o. w. 1

Loop, w. Jabez, & the late Roy. Nath[aul]el Rogers, childbirth July 24, 1788, a. 22 v.

Michael, Gen., black jaundies, June 19, 1789, a. 70, y. [June 20, r. m.]

Thomas, a. Jabes, drawned in the tanners water pit, Nov. 5,

-, 8: Jahen, consumption, July -, 1787, v. 18 mi (July 12, a: 15 m.)

-, int s. Robert sors mouth, Aug. 2, 1700

-, d. Jabes, vores, Mar. 18, 1805, c. 2 p. [Mar. S. dap. C.

FARLY (see also Marley), —, s. Maj II., techhug and convalsion, Dec 31, 1700, a. 4 m.

PISHER, Hannah, wid., paley, Dec. 31, 1788, a. 82 y.

PITTS, Abigmil, sister-in-law Des. Lond, Mar. 12, 1796, a. 64 y. Audrew, Jan. 13, 1788, a. abr. 43 y. [Jan. 12 x. m.]. Hambeb, wid. Sept. 21, 1801, a. 70 y.

James, palsy and apoplery, Apr. 1, 1785, s. 63 y.

John, ald age, Apr. 19, 1787; in his 83d y.

Mary, wid, 167er, Apr. 20, 1802, a. 85

.... Mrs., "cold," smallpox, beginning of the summer, 1777.

FOSTER, Abiguil, w. John, cancer, Nov. 28, 1780, a abt. 51 y

Elisabeth, melamebaly and fever, July 20, 1789, a. 51 y. Lunice, wid., consumption, Den. 2, 1801, a. 63 y.

FOULER (see also Yowier), Joseph, jr., Aug. 4, 1785.

FOWLER (see also Fouler), ---, wid, faver, Dec. 1, 1797,

FRASER, -- fever, Dec. 6, 1799.

FRISER, Levi, Revi, who took pastoral charge of 1st Ch. Feb. 7, 1776, 4. Feb. 28, 1806, a. 53 y. [Feb. 15. t. m.]
Nath[anie], s. Rev. Levi, consumption, June 2, 1786, a. 5 m.

FULLER, Sarah, wid., Nov. 19, 1777, a. 84 v. Sarah, w. James, dysentery, Oct. 20, 1794. ____, s. Nath[anie], Sept. 8, 1783, a. abt. 17 m.

GAINS. Abigail [bet. July and Sept.], 1778. Salome, wid., dysentery, Oct. 4, 1793, a. 84 y. [Oct. 5. T. R.]

- GALLAWAY (see also Galloway), Jonathan, of Paris. "drowned near Newburyport aboard a Privateer Ship which sunk suddenly off Plumb Island," Aug. __, 1777.
- GALLOWAY (see also Gallaway), Isaac, youngest s. wid., drowned in Plum Island River, Sept. 12, 1785, a. abt. 12 or 14 y.

William, dropsy, Oct. 30, 1796. FOct. 31. T. R.]

- GLASIER (see also Glazier), Mary, wid., consumption, July 21, 1794, a. 60 y. Sarah, wid., consumption, Mar. 12, 1798, a. abt. 60 y.
- GLAZIER (see also Glasier), Edmund Heard, s. twin, Benj[ami]n, chin cough, July 25, 1802, a. 3 m. Elisabeth Osgood, d. twin, Benj [ami]n, chin cough, July 16,

1802, a. 3 m.

- -, s. John, consumption, Nov. -, 1801, a. 20 m.
- GOODHUE, Abagail, Miss [bet. Apr. and June], 1806, a 80 y. Elisabeth, w. Capt. Francis, general weakness, Feb. 1, 1787, a. abt. 81 y.

Hannah, wid., Feb. 8, 1783, a. 69 y. abt. 10 m.

- -, w. John, jr., consequence of fall from a tree, Oct. 16, 1777.
- ---, ch. stillborn, John, jr., Dec. 21, 1788.
- -, ch. Ebenezer, consumption, Mar. 1, 1789, a. 3 y.
- GOULD, Daniel, s. Thomas, scarlet fever, Feb. 9, 1802, a. 5 v. -, w. Thomas, childbed, bur. Feb. 28, 1785, a. abt. 22 y.
- --- ch. stillborn, Thomas, bur. Feb. 28, 1785.
- ____, d. Thomas, scarlet fever, Feb. 19, 1802, in her 3d v.

GRAVES, Elisabeth, wid., general decay, Apr. 17, 1805, a, 64 y. John, consumption of the liver, Mar. 7, 1804, a. 61 y. Moses, fever, in the West Indies, Jan. -, 1794. -, wid., infirmities of age, May 12, 1791, a. 84 y.

FULLER, Samb, wid. Nov. 19, 1777, s. 34 y. Sarab, w. Jakos, dysembery, Oct. 20, 1794 a. Nathlanie N. Sept. 8, 1783, s. abs. 17 si.

Callys, Aldred [her July and Sept.] 1778.
Salome, wid., dysentery, Oct. 4, 1793, a. 54 y. [Oct. 5. v. a.]

GALLAWAY ('sne also Gallows), Jonathan, of Paris,
"drowned near Newburgport abound a Privateer Ship
which suck soddenly off Plamb Island," Aug. __, 1777.

CALLOWAY (see also Gellaway), lasse, youngest a wil, drowned in Plum laland Biver, Sept. 12, 1785, a. che, 12, or 14 y.

William, deepsy, Oct. 30, 1796. [Oct. 31. r. m.)

GLASHER (see also Glarier), Mary, wid., consumption, July 21, 1794, a. 66 y.

GIATIFR (see also Glacier), Editional Reard, s. twin, Benfemilin, chin couch, July 25, 1802, a. 3-m.

1802, a. 8 m.

GOODHUH, Absguil, Miss [bet. Apr. and June], 1806, a 80 y. Hitsabeth, w. Capa Francis, general weakness, Feb. 1, 1787, a. abt. 51 v.

Hannah, wid., Feb. 8, 1783, a. 69 y. abt. 10 m.

w. John, jr., consequence of fall from a tree, Oct. 16,

___ ch. stillbern, John, jr., Dec. 21, 1788.

oh. Ebenezer, consumption, Mar. 1, 1739, a. 3 y.

COULD, Daniel, c. Thomas, scarler lever, Feb. 2, 1803, a. 5 y.

- ob. stillborn, Thomas, bur, lish 28, 1785

.... d. Thomas, scarlet fever, Feb. 19, 1802, in her Sd y.

GRAVES, Elisabeth, wid., general decay. Apr. 17, 1805, a. 64 y-John, consumption of the first, Mac. 7, 1804, s. 61 y. Moses, fever, in the West Tedler, Jon. —, 1795, wid., infemities of age. May 12, 1791, a. 54 y. GRAVES,—, s. John, jr., worms [bet. June 2 and July 22], 1799, a. 5 y.

-, w. John, jr., childbed, Mar. 18, 1800, a. 33 y.

GREELY, Ruth, wid., great cold, Nov. 20, 1800, a. 96 y.

GULLIHAL, Apha, at the poorhouse, asthma, June 24, 1801, a. 80 odd y.

HALE, Joseph, s. Joseph, fever, Jan. 25, 1805, a. 5 m.

Mehitable, wid. Rev. Moses, "Pastor of a Chh. at Newbury
Newtown. She had resided with Her Daughter at
Ipswich more than 15 months," peripneumonia, Mar. 10,
1796, a 77 y. [Mar. 11. T. R.]

HARRIDAN, Andrew, dysentery, at sea, beginning of the summer, 1788.

HARRIS, Abner, Jan. 28, 1777. [Jan. 31. T. R.]
Abner, consumption, Oct. 22, 1784.
Dorothy, dysentery, Oct. —, 1804, a. 73 y.
Hannah, w. John H., Jan. 30, 1832. p. R. 119.
John H., Mar. 28, 1830. p. R. 119. [Mar. 23. c. R. 1.]
Mary, wid. Abner, colic, Dec. 8, 1786, in her 70th y.
Moses, Capt., aboard a prison ship at New York [bef. Mar. 1.], 1783.
Ruth, wid., fever, Jan. 5, 1786, a. abt. 81 y.
Sarah, d. John, fever, July19, 1789, a. 10 y.
Susannah, wid., palsy, May 22, 1797.
—, s. Abner, Aug. 29, 1783, a. 3 or 4 m.
—, s. James, quinsy, Feb. —, 1790, a. 2 1-2 y.
—, ch. John, 3d, Nov. 26, 1791, a. 5 w.

—, inf. ch. Moses, Jan. [bet. 9 and 25], 1795.

HART, Diborah, June 19, 1803, a. 70 y. or more. Mary, dysentery, July 26, 1801, a. 60 y.

HASKELL, -, w. Mark, cancer, Sept. 10, 1796.

HEARD (see also Hurd), Abigail, wid., rheumatism, Feb. 9, 1797, a. 79 y.

Daniel, pneumonia, Nov. -, 1794, a. 75 or 76 y.

Elisabeth, d. John, consumption, June 20, 1805, a. 22 y. [a. 23 y. T. R.]

Rebeckah, wid., old age and a fall, Sept. —, 1788, a. 87 y.

CHATTE, a John, in, worms [but. June 2 and July 22], 1750, a. 5y.

w. John, jr., doldbod, Mar. 18, 1800, a. 83 y.

CRHHI,T, Ruth, wid., great cold, Nov. 20, 1800, a. 96 y.

CULLIHAL, Apha, at the posthouse, asthma, June 24, 1801,

HALE, Joseph, s. Joseph, fever, Jan. 25, 1805, a. 5 m.
Mebitable, wid, Nev. Moses, "Faster of a Chia, at Newbury
Newtown Size had resided with Her Daughter at
Ipswich more than 15 months," perspectments, Mar. 10,
1796, a 77 y. [Mar. 14, r. a.]

HARRIDAN, Andrew, dysentery, at sea, beginning of the

HARRIS, Abner, Jan 28, 1777, (Jan 31, T. E.]
Abner, consumption, Oct. 22, 1784.
Dorothy, dysentery, Oct. -, 1804, a. 78 y.
Hennab, w. John H. Jan 30, 1832, c. s. 179.

Hennab, w. John H. Jan. 30, 1832, c. s. 119. John H., Mar. 28, 1830, p. z. 110. [Blar. 23. c. s. 1.] --Marr, wid. Alwer, colic. Dec. 8, 1786, in her 70th y.

Moses, Capt., about a prison chip at New York (bef. Mar.

Huth, wid, fever, Jan. 5, 1786, a, abt. 81 y. Barch, d. John, fever, July 19, 1789, a 10 y. Scannach, wid, saley, May 22, 1781

s. Abner, Aug. 29, 1783, a. 3 or 4 m.

-, s. James, quiney, Feb. -, 1790, a 2 1-2 y.

-, cb. John, 36, Mov. 26, 1791, a. 5 w.

____ inf. ch Moses, Jan. [bet, 9 and 25], 1795.

HART, Diborsh, Juna 19, 1803, a. 70 y. or more Mary, dysentery, July 26, 1801, a. 56 y.

HASKELL, -, w. Mark, cancer, Sept. 10, 1796,

HHARD (see also Hurd), Abiguil, wid., rheumatism, Feb. 9,

District, pasimonds, Nov. —, 1794, s. 75 or 76 y.
Elisabeth, d. John, communication, Juge 20, 1805, s. 22 y. [a.

Rebeckah, wid., old age and a fall, Sept. -, 1758, a 57 y.

HEARD, Sarah, d. John, Esq., consumption, May 22, 1801. a. 20 v.

____, d. John, jr., May 2, 1783, a. nearly 2 y.

____, d. Nath[anie]l, ir., worms, Aug. 18, 1795, a. 8 v.

---, w. John, consumption, Sept. 10, 1796, a. 45 y. [Sept. 12. T. R.]

-, w. Samuel, general decay, Apr. 9, 1804, a. 76 y. [Apr. 10. T. R.7

HENDERSON, Lucy, consumption, June -, 1792, a. 25 v.

Susanna, dropsy, Sept. 17, 1799, a. 21 y.

---, wid., diarrhoea, Aug. 12, 1797, a. 95 y. wanting 11 d.

HODGEKINS (see also Hodgkins), Eliz[abe]th, wid., apoplexy, Dec. 26, 1788, a. 67 y. -, w. John, jr., dropsy, July -, 1787, a. from 50 to 55 v.

HODGKINS (see also Hodgekins), Abigail, wid., consumption, May 4, 1790, a. 71 y.

Deborah, wid., apoplectic fit, June 22, 1786, a. 69 v.

Elisabeth, wid., dysentery, Nov. 6, 1797, a. 71 y. [Nov. 7. T.R.] John, jr., consumption, June 20, 1792, a. 61 y.

John, fever, Jan. 9, 1797, a. 84 v.

Lucy, wid., consumption, July -, 1801, a. 71 y.

Nath[anie]l, s. wid., washed overboard and drowned on his passage from Virginia to West Indies [bef. Apr. 14],1796.

Sarah, wid., consumption, Nov. 13, 1805, a. 70 y.

Thomas, Capt., black jaundice, June 9, 1797, a. 51 y. [June 11, a. 50 y. T. R.

---, inf. ch. Thomas, jr., Feb. 4, 1803.

HOLLAND, Joseph, fever, in the West Indies, Jan. -, 1794. Michael, old age and a violent cold, Jan. 4, 1798, a. 86 y. [Dec. 23, 1797. T. R.]

Richard, general decay, Nov. 10, 1803.

---, s. wid. Sarah, abt. Nov. 8, 1777, a. 2 y.

----, ch. John, Oct. 19, 1788, a. 4 d.

HOLMES, John, consumption, May 3, 1794, a. 59 y. [a. 58 y. T. R. -, wid., Aug. -, 1779.

HOVEY, Rebekah, wid., Nov. 19, 1785, a. abt. 73 y. -, d. Capt. Eben[eze]r, dysentery, Oct. 5, 1795, a. 8 v. HEARD, Serah, d. John, Esq., consmuption, May 22, 1801,

d. Jobu, jr., May 2, 1783, a meerly 2 y.

... d. Nath anis II, ir., worms, Aug. 18, 1795, a. 8 y.

w. John, consumption, Sept. 10, 1795, n. 45 y. [Sept.

w. Samuel, general decay, Apr. 9, 1804, a. 76 p. [Apr. 10, a. 76 p. [Apr. 10, a. 34]

HENDERSON, Lucy, consumption, Jone —, 1792, s. 25 y.
Sussans, Aropsy, Sopt 17, 1782, s. 21 r.

- wid, diarrhoes, Aug. 12, 1797, a. 95 y. wanting 11 d.

HODGERINS (see also Modgicins), Eliz[abe]th, wid.; apa-

-, w. John, p., dropsy, July -, 1787, a from 50 to 55 v.

HODGKINS (see also Hodgeline), Ablyall, wid, consump-

Debords, wid., apoplentic St. June 22, 1786 a. 60 v.

Elisabeth, will, dysaster, Nov. 6, 1797; a. 71 y. [Nov. 7, r.a.] John, jr., consumption, June 20, 1792, a. 61 y.

John, fever, Jan. 9, 1797, a. 84 v.

Lucy, wid., consumption, July -, 1801; a. Ti v.

Nath aniell, s. wid, washed overboard and drowned on his

Sarah wid. consumetion New 12 1805. a 70 -

Thomas, Capt., black jannaice, June 9, 1797, s. 51 y. [June

11, a 00 y. T.'H.

. inf. ch. Thomas, jr., Feb. 4, 1803.

HOLLAND, Joseph, ferrer, in the West Indica, Jan. Jon. 1791.

Richard, general deesy, Nov. 10, 1803

. s. wid. Samb, abt. Nov. 8, 1777, a. 2 v.

. db. John, Oct. 19, 1788, a. 4 d.

HOLMES, dobe, consumption, May 3, 1794, 2, 59 y. [s. 58 y.

evil - set biw.

HOVEY, Rebekkill, wid., Nov. 19, 1785, a. abt. 73 y.

- HOWARD, —, Mrs., sister to John McLean's wife, Nov. 21, 1777.
- ---, wid., Aug. -, 1782, a. 83 y.
- HUNT, Elizabeth, wid., Nov. 23, 1789, a. 86 y. [Nov. 22. T. R.]
- HURD (see also Heard), Daniel S., general decay, at Canton, Dec. 13, 1801.
- INGERSOL (see also Ingersoll), Daniel, s. Jonathan, scarlet fever, Oct. 27, 1787, a. 6 y.
- INGERSOLL (see also Ingersol), Sarah, d. Capt. Jon[a]th[a]n, consumption, Feb. 11, 1791, a. 20 y.
- JEWET (see also Jewit), Aaron, s. John Coles, June —, 1787, a. 5 w.
- Dummer, Esq., fall from a window, Oct. 26, 1788, a. 56 y. [a. 57 y. p. R. 52.]
- _____, ch. Nath[anie]l, Dec. 17, 1777, a. abt. 3 m.
- —, s. twin, John Coles, fits, May 14, 1791, a. 2 m.
- —, w. John C., apoplexy, June 9, 1805, a. 57 y.
- JEWIT (see also Jewet), David, consumption, Mar. 23, 1791, a. 19 y. [Mar. 24. T. R.]
- JONES, Abagail, d. Thom[a]s, chin cough, Sept. —, 1792.
- Abigail, drowned, "by falling under the Ice, about 7 weeks before," bur. Apr. 16, 1787, in her 9th y.
- Joanna, wid., Aug. 1, 1777.
- Mary, of Chebacco, fever, at the poorhouse, Mar. 2, 1796, a. 77 y. [Mar. 3. T. R.; a. 72 y. c. R. 4.]
 - ___, s. Tho[ma]s, Nov. 27, 1787, a. 4 y.
- KENDALL. Joseph, yellow fever, at Point Peter, Guadaloupe, W. I., Sept. 15, 1803, a. abt. 23 y.
- KILBURN (see also Killbourn), Moses, washed overboard, latter end of Aug., 1796.
- KILLBOURN (see also Kilburn), Joseph, dysentery, at Georgetown, Va. [bef. Oct. 24], 1795, a. 26 y.
- KIMBAL (see also Kimball), —, w. Aaron, Sept. 26, 1778. —, ch. Eben [eze]r, Mar. 30, 1784, a. 14 m.

HOWARD, ---, Mrs. sister to John McLean's wife, Nov. 21,

-, wid, Aug. -, 1782, a. 88 y.

HUNT, Elizabeth, wid., Nov. 23, 1789, a. 86 y. [Nov. 22. r. s.].

HURD (see also Heard), Daniel S., general decay, at Canton, Dec. 18, 1801.

INGERSOL (see also Ingersoll), Daniel, s. Jonathan, scalar, lover, Oct. 27, 1787, a. 6 y.

INCERSOLL (see also ingersol), Sarah, d. Capt. Jon[a]th[a]u, consumption; Feb. 11, 1791, a. 20 y.

JEWHI (see also Jewit), Aarou, s. John Coles, Jone -,

Deminer, Esq. fall from a window, Oct. 26, 1788, a. 56 y

.m 8 sds a fift flee IT, 1717, a abt. 8 m.

... a twin, John Coless fits, May 14, 1791, s. 2 m. ..

w. John C. apoplexy, June 9, 1805, a. 57 y.

JEWH (200 also Jewel), David, consemption, Mar. 23, 1701; a. 12 y. [Mar. 24. r. n.]

JONES, Abagail, d. Themena, ohin congh, Sept. -, 1792.
Abigail, drowned, "by falling under the loc. about 7 weeks
before," bur. Apr. 16, 1787, in her 9th y.

Josepha, Mid., Aug. 1, 1777

Mary, of Chelmson, fever, at the poorhouse, Mar. 2, 1760, z.

____, a. Thogmals, Mor. 27, 1787, a. 4 y.

KENDAIL, Joseph, yellow fever, at Point Peter, Guadaloupe, W. L. Sept. 15, 1803; g. abt. 23 y.

KILBURN (see also Killbourn), Moses, washed overboard, lat-

KHLEOURN (see also Hilburn), Joseph, dynastery, et Georgetown, Va. (bet. Oct. 24), 1795, s. 26 y.

KIMBAL (are also Kimball), ____, w. Aaron, Sept. 26, 1778. ____, ob. Electronics, Mar. 80, 1784, a. 14 m.

KIMBALL (see also Kimbal), Aaron, consumption, May 4, 1787, a. 70 v. [May 11. T. R.] Elizabeth, wid., Nov. 22, 1777, a. abt. 74 v.

Moses, a swelling in his throat, May 31, 1801, a. 25 y. [June 1. T. R.]

Susannah, atrophy, June 27, 1790, a. 18 y.

- Susannah, w. Ben [jami]n, jr., childbed, Mar. 19, 1801, a. 44 v.
- w. Capt. Thomas, consumption, Apr. 2, 1798, a. 30 y. -, w. Eben [eze]r, jr., diarrhoea, Aug. 24, 1798, a. 54 y.
- __, d. Capt. Thomas, Oct. 4, 1803, a. 10 m.
- ----, w. Joseph, asthma, Mar. 15, 1806, a. 73 v. [Mar. 14. T.R.]
- LAKEMAN, Jonathan, nervous fever, Mar. 3, 1797, a. 53 y.

Martha, consumption, June 13, 1804, a. 73 y.

-, d. Capt. Eben[eze]r, abt. Oct. 30, 1783, a. upwards of 2 y.

-, inf. ch. Capt. Eben eze r, bur. May 14, 1785.

---, w. Rich[ar]d, 3d, consumption, June 25, 1793, a. 28 y.

---, s. Sam[ue]I, fever, Aug. 28, 1794, a. 3 y.

- -, w. Richard, consumption, Sept. 9, 1796. [Sept. 11. T.R.] ---, w. Samuel [bet. June 2 and July 22], 1799, a. 75 or 76 y.
 - -, ch. William, jr., scarlet fever, Feb. 6, 1802, a. 11 m.

LANE, Zebulon, colic, Mar. 1, 1788, a. 59 y.

- LASKY, —, Mrs., general decay, at the poorhouse, Dec. 30, 1796, a. abt. 70 y. [Dec. 8. T. R.]
- LEATHERLAND (see also Letherland), Sarah, wid., consumption, Feb. 24, 1787, a. 70 y. -, inf. s. W[illia]m, Jan. 8, 1788.
- LEFAVER (see also Le Favour), ---, ch. Joseph, pulmonic fever, Dec. -, 1793. -, s. twin, Joseph, Oct. 13, 1794, a. 4 w.
- LE FAVOUR (see also Lefaver), ---, s. twin, Joseph, Sept. 20, 1794, a. a few h.
- LETHERLAND (see also Leatherland), Hannah, apoplexy, Nov. 29, 1799, a. 64 y.
- LEWIS, —, wid., Mar. 19, 1778, a. 86 y.
- LONEY, Anthony [May or June] -, 1783. Mary, wid., general decay, July 21, 1790, a. 84 y.

- EIMBALL (see also Kimbal), Asres, consumption, May 4, 1787, a. 70 y. [May-11 r. m.]
 Elizabeth, wid., Mov. 22, 1777, a. abt. 74 y.
 Mosey, a swelling in his throat, May 21, 1801, a. 25 y. [June Rusanach, w. Ban[jami]n, jr., childhed, Mar. 18, 1801, a. 45 y.
 Busanach, w. Ban[jami]n, jr., childhed, Mar. 18, 1801, a. 45 y.
 W. Capt. Thomas, consumption, Apr. 2, 1798, a. 30 y.
 W. Kheel and Jr., jr., diarrhoom, Apr. 2, 1798, a. 30 y.
 J. Capt. Thomas, Oct. 4, 1803, a. 10 m.
 J. Capt. Thomas, Mar. 15, 1806, a. 13 y. [Mar. 14 rm.]
 Martha, consumption, June 13, 1806, a. 13 y. [Mar. 14 rm.]
 J. Capt. Eben[ere]r, abt. Oct. 30, 1781, a. upwards of 2 y.
 J. Capt. Eben[ere]r, abt. Oct. 30, 1781, a. upwards of 2 y.
 J. Capt. Eben[ere]r, abt. Oct. 30, 1781, a. upwards of 2 y.
 J. Capt. Eben[ere]r, abt. Oct. 30, 1781, a. 3 y.
 J. Capt. Eben[ere]r, abt. Oct. 30, 1794, a. 3 y.
 J. Samtuell, fever, Aug. 23, 1794, a. 3 y.
 J. Samtuell, fever, Aug. 23, 1794, a. 3 y.
 W. Biobard, consumption, Sept. 9, 1796, [Sept. 11 y.a.]
 W. Sammell fett, June Pand July 231, 1792, a. 15 oc 16 y.
 W. Sammell fett, June Pand July 231, 1792, a. 15 oc 16 y.
 W. Sammell fett, June Pand July 231, 1792, a. 15 oc 16 y.
 W. Sammell fett, June Pand July 231, 1792, a. 15 oc 16 y.
 W. Sammell fett, June Pand July 231, 1792, a. 15 oc 16 y.
 W. Sammell fett, June Pand July 231, 1792, a. 15 oc 16 y.
 - LANE, Zebulon, colin, Mar. 1, 1788, a. 50 y.
- LASKY, ____, Mrs., general decay, at the poorhouse, Dec. 80,

.... ch. William, jr., scarled fever, Feb. 6, 1802, n. 11 m.

- LEATHERLAND (see also Letherland), Sarah, wid, communition, Teb. 24, 1787, a. 70 y.
- LEFAVER (see also La Favour), —, où Joseph, palmozio fever, Dec. —, 1793. —, s. twini Joseph, Oct. 13, 1794, n. 4 w.
- LH FAVOUR (see also Lelaver), —, a twin, Joseph, Sept. 20, 1794, a. a few b.
- LHTHERIAND (see also Leatherland), Hannah, apoplexy, Nov. 39, 1799, a 64 y.
 - LEWIS, ---, wid, Mar. 19, 1778, a. 86 y.
 - LONEY, Anthony [May or June] -, 1783. Mary, wid., general decay, July 21, 1790, a. 84 y.

LORD, Abigail, d. Nath [anie], 3d, Sept. 13, 1789, a. 8 m. Anna, d. Moses, malignant sore throat, Feb. 16, 1796, a. 20 y. Anne, wid., Aug. 1, 1785, a. 89 y. 8 m. [Aug. 2. T. R.] Caleb, jr., June 20, 1798, a. 35 y. Caleb, Dea., fever, May 27, 1804, a. 79 y. [May 29, T. R.; May 28, in his 79th y. G. R. 1.7 Ebenezer, s. John, Oct. 14, 1782, a. 3 or 4 w. Eunice, d. Moses, Sept. 22, 1783, a. abt. 18 y. Hannah, consumption, July -, 1787, a. 45 y. James, Aug. 14, 1784, a. 78 y. Joseph, Apr. 20, 1778. Joseph, s. James, jr., Jan. 8, 1782, a. 20 m. Josiah, s. Samuel, drowned in Plum Island River, Sept. 12, 1785, a. abt. 22 y. Lucy, d. Moses, Aug. 21, 1782, a. 21 or 22 y. Mary, wid., dysentery, Aug. 16, 1793, a. 69 y. Nath[anie]l, jr., humor in the stomach, Sept. 22, 1794, a. 74 y. Sept. 23, a. 73 y. T. R.] Nath [anie], "died in the West Indies at Jamaica some months ago," smallpox, recorded Apr. -, 1802, a. 24 v. Philip, jr., left a wid. and 9 chn., drowned in Plum Island River, Sept. 12, 1785, a. abt. 37 or 38 y. Sam [ue]l, Dr., May 12, 1794, a, 34 v. Samuel, jr., distinguished by the name of Cape Ann, consumption, July 28, 1803, a. 73 v. Sarah, d. Sam[ue]l, 2d, apoplexy, Nov. 15, 1793. Susannah, d. Capt. Eben [eze]r, Feb. 7, 1782, a. abt. 2 y. Thomas, s. Samuel, drowned in Plum Island River, Sept. 12, 1785, a. abt. 27 y. -, w. Capt. Eben[eze]r, childbed, May 22, 1778. —, w. James, by a fall down cellar, June —, 1779. —, d. Moses, Apr. —, 1784, a. abt. 2 y. -, d. Capt. Eben[eze]r, Aug. -, 1784. -, d. Capt. Eben eze r, Apr. 30, 1788, a. 4 m. ---, s. Benj[ami]n, consumption, Dec. 3, 1791, a. 9 m. -, w. Moses, jr., pulmonary inflammation, Feb. 25, 1794, a. 40 y. [Feb. 26, a. 41 y. T. R.] —, w. Daniel, 3d, consumption, Dec. 25, 1794, a. 30 y. -, w. Eben [eze]r, 3d, general decay, July 5, 1796, a. 22 y. -, young d. Capt. Sam [ue]l, chin cough, Sept. 5, 1796. [Sept. 3. T. B.]

—, only d. Eben[eze]r, 3d, cough and dysentery, Sept. 29,

1796, in her 2d y. [Oct. 1, T. R.]

—, s. Daniel, jr., dysentery, Oct. 14, 1797, in his 2d y. —, w. Nath[anie]l, fever, Jan. 18, 1798, a. 84 y. Thomas, s. Semuel, drowned in Plum Island Siver, Sept. 12, Const. 8 40 T. [Teb. 26, a 41 T. T. E.] w. Doniel, 3d, consumption, Dec. 25, 1794, a. 30 y.

- Lord, —, inf. ch. Benj[ami]n, Jan. 16, 1800.
- —, d. Joseph, hydrocephalus [bet. May 9 and July 16], 1800, a. 7 y.
- ---, ch. Sam[ue]l. 4th, scarlet fever, Feb. 10, 1802, a. 9 m.
- —, d. Asa, measles, cough, Sept. 14, 1802, in her 3d y. —, ch. Capt. Sam[ue]l, 4th, fever, Sept. [17 or 27], 1802.

LOW, Joseph, Dea., July 3, 1782, in his 71st y.

Peter, nephritic disorder, Mar. 6, 1794, a. 66 y. [Mar. 7. T.R.]

—, wid. Josh[u]a, dropsy, Apr. 2, 1791.

LUMMIS, Daniel, apoplexy, May [bet. 20 and 24], 1805, a. 85 y. [May 16, a. 84 y. T. R.]

Jonathan, consumption, Apr. 30, 1790, a. 71 y.

Margaret, paralytic, Jan. 7, 1795, a. 69 y. [Jan. 9. T. R.]

—, Mr. [bef. June 27], 1785.

MACK NEAL (see also McNeal), ——, d. John, humour, Mar. 16, 1787, a. 10 w.

McNEAL (see also Mack Neal), John, consumption, July 14, 1796, a. 53 y.

---, w. John, cancer, Dec. 24, 1785, a. abt. 45 y.

—, s. w. of John, Feb. —, 1796, a. 13 y.

MANNING, Lydia, w. Richard, June 17, 1815. P. R. 119. [Sept. 12, 1809. T. R.]
Sarah, wid., dropsy and scrofula, Sept. 7, 1789, a. 67 y. [a.

64 y. T. R.]

MANSFIELD, Hannah, wid., general decay, Nov. 24, 1803,

NASON, Martha, consumption, Nov. -, 1794, a. 64 y.

NEWMAN, Benjamin, infirmities of age, Sept. —, 1792, a. 90 y. [a. 91 y. T. R.]

George, consumption, Sept. 22, 1791, a. 84 y.

a. 77 y.

Samuel, s. Benj ami n, in the West Indies, Dec. -, 1782.

-, young d. Benifami n, abt. Oct. -, 1777.

—, w. George, consumption, Mar. 22, 1790, a. 79 y.

-, ch. Robert, fits, July 20, 1790, a. 3 w.

Lonn, -, inf. ob. Benj[ami]u, Jan. 16, 1800. . . . d. Joseph, hydrosephalus [bet Mar 9 and July 10].

1800, 1 7 5

-- ch. Capt. Sam[ue]1, 4th, fever, Sept. [17 or 27], 1802.

LUMMIS, Duniel apoplexy; May [bet 20 and 24], 1805, a. 83 y. [May 16, a. 84 y. v. s.]

Margarot, paralytic, Jan. 7, 1795, a. 60 y. [Jan. S. r. :

-, Mr. [bet Jone 27], 1785.

MACE MEAL (see also MoNeal), -, d. John, humour, Mar. 16, 1787, a. 10 w.

MCNEAL (see also Mack Neal), John, consumption, July 14, 1795, 2 53 v

-, w. John, cancer, Dec. 24, 1785, a. abt. 45 y

-- , s. w. of John, Feb. -, 1796, a. 18 y.

MANNING Lydia, w. Hisbard, June 17, 1815, p. R. 110.

Sarah, wid. dropsy and smofuls, Sept. 7, 1780, a. 67 y. [a. 64 y. v. m.]

MANSFIELD, Hannah, wid., general decay, Nov. 24, 1803, a. 77 y.

NASON, Martha, consumption, Nov. -, 1794, a. 64 7.

NEWMAN, Benjamin, infirmities of age, Sept. -, 1792, o.

George, consumption Sept. 22, 1791, n. 84 y.

Samuel, s. Benijamijn, duche West Indies, Dec. -, 1782.

W Grores agreement Mar 22 Trop

-, ch. Robert, 6ta, July 20, 1790 a 7 w

- NEWMARCH, John, general decay, Oct. 11, 1793, a. 85 y. John, nephritis, Oct. 14, 1795, a. 88 y.
- ____, w. John, suddenly, Dec. 14, 1784, in her 75th y.
- ____, wid., drowned, July 8, 1797, a. 60 y.
- NOYES (see also Noys), Daniel, jr., consumption, Dec. 9, 1789, a. 27 y.
- John, cramp colic, at Boston, Nov. 17, 1803, in his 33d y [a. 37 y. T. R.]
- NOYS (see also Noyes), —, w. Daniel, nervous disorders, Aug. 20, 1801, a. 63 y.
- PEARSON, Enoch, June 30, 1840. P. R. 119. [Dec. 10, 1843. T. R.]
- PARKER, Gideon, Capt., asthma and dropsy, Feb. 10, 1798, a. 77 y.
- PERKINS, Elisabeth, wid., general decay, Feb. 2, 1801, a. 74 y.
- Elizabeth, wid. Nath[anie]l, Aug. 21, 1780.
- Enoch, at sea, on his voyage home, Dec. 14, 1800.
- Jeremiah, Dea., pleuratic disorder, Jan. 13, 1790, a. 88 y. [Jan. 18. T. R.]
- John, s. Nath[anie]l, fever, in the West Indies [bef. May 30], 1791.
- Joseph, consumption, May 21, 1786, a. 23 y.
- Joseph, fell from the bowsprit of a vessel and was drowned, Apr. —, 1788, a. 30 y.
- Mary, consumption, Dec. 15, 1803, a. 31 y.
- Nath[anie]l, jr., supposed to be lost at sea [bef. Apr. 29], 1796.
- S., wid., mother Capt. Robert, sister of wid. Hannah Treadwell, suddenly, bur. Sept. 5, 1784, in her 92d y.
- -, d. Abraham, Jan. 30, 1778, a. abt. 3 y.
- —, s. Nath[anie]l, Sept. 25, 1778, a. abt. 3 y.
- ---, w. Dea. Jeremiah, May 25, 1782, a. 71 y.
- ---, young ch. Abraham, abt. Aug. 29, 1783.
- ---, inf. ch. Joseph, Aug. --, 1783.
- -, d. Abraham, bur. May 18, 1785, a. 8 m.
- ____, s. wid. Mary, Aug. 12, 1789, a. 2 y.
- —, d. Aaron, chin cough, May 5, 1802, a. 8 or 9 m. —, d. Martha, hydrocephalus, July 4, 1803, a. 2 y.
- _____, s. Tho[ma]s, Aug. 12, 1777, a. abt. 18 m.
- ____, s. Tho[ma]s, Sept. 25, 1778, a. 3 or 4 m.

MHWMARCH, John, general dacap, Oct. 11, 1793, a. 85 y.
John, nephrids, Oct. 14, 1795, a. 88 y.
..., w. John, auddenly, Dec. 14, 1784, in her 75th y.

_, wid, drowned, July 8, 1797, a. 60 y.

NOYES (see also Noys), Dimiel, je, consumption, Den. 9, 1789, a. 27 y.

John, cramp colic, at Boston, Nov. 17, 1803, in his 33d y. [a. 37 y. r. n.]

NOYS (see also Noyes), -, w. Daniel, nervous disorders, Aug. 20, 1801, a. 63 y.

PHARSON, Enceb., June 30, 1849, p. n. 119. [Doc. 10, 1843.

PARKER, Gidson, Capt, aschuse and dropsy, Feb. 10, 1798,

PERRINS, Elisabeth, wid., general decay, Feb. 2, 1801, a. 74 g. Elizabeth, wid. Nathfandall, Aug. 21, 1780.

Encoh, at see, os his verige home, Dec. 14, 1800.

John, a Mathianie I, fovor, in the West Indies [bel, May

Joseph, consumption, May 21, 1756, a. 23 y.

Joseph, fell from the bowsprit of a versel and was drowned, Apr. —, 1788, a. 30 y.

Mary, consumption, Dec. 15, 1808, a. 31 y.

Nath anis], it, supposed to be lost at sea [bel. Apr. 20].

S., wid., mother Capt. Robert, sixter of wid. Hannah Treadwell, anddenly, bur. Sept. 5, 1784, in her 22d y.

d. Abraham, Jan. 30, 1778, a. abt. 3 y.

- a Nach [mie] L Sept. 25, 1778, a abt. 3 y.

young ob Abraham, abt. Aug. 20, 1783.

_, inf. ch. Joseph, Aug. _, 1783.

___, d. Abraham, bor, May 16, 1785, s. 8 m

and their are the bis and their min

d. Ageon, ohin cough, May 5, 1802, 2, 5 or 2 m

. s. Tho[ma]s, Aug. 13, 1777, a abt. 18 m.

. s. Tholmade, Sept. 25, 1778, a. 3 or 4 m.

PINDAR (see also Pinder), Catharine, wid. John, Dec. 10, 1785, a. 79 y.

John, jr., consumption, bur June 4, 1785.

—, inf. ch. Benj[ami]n, July —, 1778. —, s. Moses, Oct. —, 1783, a. abt. 15 m.

____, d. Moses, whooping cough, Sept. ___, 1787, a. 2 y. 11 m.

-, fever, Dec. 19, 1793, a. 83 y.

---, w. Benj[ami]n, general decay, Jan. 8, 1803, a. 64 y.

PINDER (see also Pindar), Benjamin, consumption, July 18, 1804, a. 66 y.

POTTER, Richard, paralysis, Sept. 5, 1789, a. 82 y. [a. 84 y. T. R.]

Robert, Feb. 6, 1777, a. abt. 71 y.

Sarah, Miss, general decay, Oct. 17, 1786, a. 78 y.

---, w. Daniel, cancer, Nov. 29, 1792, a. 53 y. [a. 52 y. T. R.]

PRINCE, Jonath[a]n, fever, Dec. 1, 1789, a. 72 y.

PULCIFER (see also Pulsifer), David, drowned at the southward [bef. Apr. 2], 1783.

PULCIPHER (see also Pulsifer), Bickford, dropsy, Nov. 10, 1795, a. 73 y. [Pulseper, Benedictus. T. R.]
Priscilla, wid., general decay, July 22, 1799, a. 74 y.

PULSIFER (see also Pulcifer, Pulcipher, Pulsipher), Archelus, consumption, Dec. 23, 1785, a. 26 or 27 y. Benj[ami]n, May 21, 1782, a. above 70 y. David, Dec. —, 1783, a. upwards of 60 y.

PULSIPHER (see also Pulsifer), Abigail, wid., palsy, Jan. 18, 1787, a. 71 y. [Jan. 20. T. R.]
Sarah, Miss, influenza, Nov. 26, 1789, a. 87 y.
Susannah, wid., consequence of a fall, Nov. 11, 1804, a. 85 y.

RIPLY, Campbell, fever, abt. Nov. —, 1801, a. 22 y.

ROBBINS, Elizabeth, wid., pleurisy, Nov. 13, 1786, in her 75th y. William, rupture, at the fishing Banks, Oct. —, 1795.

—, s. William, Aug. —, 1783, a. 1 y. abt. 10 m.

, ---, wid., general decay, Jan. 3, 1802, a. 63 y.

ROGERS, Ammi, a number of years distracted, Feb. 26, 1784.

TOWNAR (see also Finder), Carbarras, wid John, Dec. 10, 1785, a. 79 v.

John, jr., consumption, but June 4, 1785.

ibl. ob. Bonj (ami)n, Joly -, 1778.

- s. Moses, Oct. - 1788, s. cbt. 15 m

d. Moses, Shooping cough, Sept. -, 1787, a. 2 y, 11 m.

- m. Benj[hini]n. general decay, Jon. 8, 1808, a. Gt. v

PINDER (see-also Pindar), Benjamin, consumption, July 18, 1804, z. 55 y.

POTIER, Richard, peralysis, Sept. 5, 1729, a. 83 y. [a. 84 y. v. x.]

Robert, Pab. 6, 1777, a. chr. 71 v.

Sarah, Misa, general decay, Oct. 17, 1780, a. 18 y.

PRINCE, Jonathia la, lever, Dec. 1, 1789, a. 72 v.

PULCIFER (see also Falsifer). David, drew nod at the south-

PULCIPHER (see also Palsifer), Bickford, dropsy, Nov. 10, 1795, a. 73 y. [Pelseper, Benedictus, r. s.]
Prisoilla, wid., general decay, July 22, 1799, a. 74 y.

PULSIFER (see also Pulaifer, Pulaipher, Pulsipher), Archeer lus, consumption, Dec. 23, 1785, a. 26 or 27 y. Benifamilu, May 21, 1782, a. above 70 y. David, Dec. —, 1783, a. apwards of 60 y.

PULSIPHER (see also Pulsifer), Abigail, wid., paley, Jan. 18, 1787, u. 71 y. [Jan. 20, T. R.] Sarah, Miss, influency, Nov. 26, 1789, a. 87 y. Susannah, wid., consequence of a fall, Nov. 11, 1804, a. 85 y.

RIPLY, Campilell, Yever, abt. Nov. -, 1801, a. 22 v.

ROBBINS, Elizabeth, wid., pleurist, Nov. 13, 1786, in her 75th y. William, repriese, at the fishing Bender, Oct. -, 1795.

-, s. William, Aug. -, 1755, a. 1 x wit. 10 m.

wid, general decay, Jan. 3, 1802, a. 63 y.

ROGERS, Ammi, a mimber of years distracted, Feb 26, 1784.

ROSS, David, consumption, Aug. 12, 1800, a. 42 y. Jeremiah, s. Jeremiah, drowned, May 26, 1802, a. 6 y. Sam[ue]l, dysentery, Nov. 13, 1795, a. 86 y.

____, s. Jabez, abt. Dec. 10, 1777, a. 6 m.

—, s. Sam[ue]l, Nov. —, 1783, a. 8 or 9 m. —, d. David, Dec. 10, 1785, a. abt. 5 or 6 y.

- ---, w. Sam[ue]l, palsy, Nov. 7, 1795, a. 80 y. [Nov. 8. T.R.]
- —, d. Jer[emia]h, quinsy, June 2, 1799, a. 2 y. 4 m.
- _____, s. Jer[emia]h, quinsy, Nov. 26, 1800, a. 4 m. ____, d. Thomas, sore mouth, Sept. 28, 1803, a. 3 w.

RUST, Daniel, scarlet fever, at the poorhouse, May 15, 1802,

a. 71 y. William, a young man [bef. Mar. 1], 1783.

SAFFORD, Daniel, pain in his breast, May 24, 1796, a. 90 y. Elizabeth, d. Stephen and Sally (Jarvis), Apr. 3,1757. P.R.122. Nathan, s. Stephen and Sally (Jarvis), —, 1759. P. R. 122. Sally (Jarvis), Aug. 16, 1766, a. 40 y. 1 m. 16 d. P. R. 122. Stephen, July 22, 1767, a. 50 y. P. R. 116.

____, inf. s. Ebenezer, May 17, 1777.

-, d. Simeon, Sept. 19, 1785, a. abt. 10 m.

—, wid. Daniel, great cold, Jan. 21, 1798, a. 82 y. [Jan. 20. T. R.]

SAWYER, —, wid., — [1789], a. 93 or 94 y.

SENTER, Elisabeth, dropsy, May 9, 1786, a. supposed to be bet. 70 and 80 y.

SHATSWELL, Susanna, w. Jonathan, Nov. 26, 1842. p. r. 113. [Nov. 22, 1841. T. R.]

SHATTSWELL, Elisabeth, wid., asthma, Mar. 17, 1790, a. 77 y. John, inf. s. twin, Moses, humour, Oct. 16, 1799.
Richard, jr., nervous disorder, Dec. 29, 1788, a. 36 y.
Richard, general decay, Nov. 28, 1804, a. 76 y.

______, d. twin, Moses, scarlet fever, Feb. 24, 1802, a. 7 m.

SMITH, Abigail, wid., palsy, Nov. 1, 1791, a. 80 y. Hannah, d. Maj. Charles, Sept. 13, 1782, a. 6 y. James, consumption, Mar. 9, 1795, a. 63 y.

ROSS, David, consemption, Aug. 12, 1800, a. 42 y Jeremish, a. deremish, drowned, May 26, 1802, a. 6 y. Sam[ue]l, dysentery, Nov. 18, 1795, a. 86 y.

.m D a 7771 OF sed .da sodet .s .

, a Sam [us]l. Nov - 1788, 2, 8 or 7 m.

____ d. David, Dec. 10, 1785, a. abi. 5 or 6 y.

.... W. Samine H. onley, Mos. 7, 1795, a. 80 y. [Mov. S. r.z.]

-, d. Jerfemaje, galasy, Jane 2, 1799, a. 2 y. 4 m

- a derfomie lh. quiney, Nov. 28, 1800, a 4 m.

.... d. Thomas, som mouth, Sept. 28, 1868, a. 3 w.

RUST, Daniel, scirlet fever, at the poorhouse, May 15, 1932, at 71 y.

William, a young man that Mar. 17, 1783.

SAFFORD, Daniel, pain in his broast, May 24, 1798, s. 90 y. Elizabeth, d. Stephen and Sally (Jurva), Apr. 3,1757. r. 122. Nathan, s. Stephen and Sally (Jarvis), —, 1759. r. z. 122. Sally (Jarvis), Aug. 16, 1766, s. 40 y. 1 m. 16 d. r. z. 122. Stephen, July 22, 1787, s. 50 y. z. z. 116.

. inf. a. Mhenezer, May IV, 1777.

d. Simcon, Sept. 19, 1785, a. abt. 10 m.

--- wid Daniel, great cold, Jan. 21, 1793, a, 82 y. [Jan. 20. x. x.]

SAWYHR, ____, wid., ____ [1789], at 98 or 94 y.

SHNTHR, Elisabeth, dropsy, May 9, 1786, a. supposed to be bet. 70 and 80 v.

SHATSWELL, Scranza, w. Jonathan, Nov. 26, 1842; r. c. 113.

SHATTSWELL, Elizabeth, with, asthma, Mar. 17, 1790, a. 74 yr. John, inf. s. twin, Moses, bumour, Oct. 16, 1799.

Richard, Jr., astrona disorder, Dec. 29, 1788, a. 36 yr.

Richard, general decay, Nov. 28, 1804, a. 76 yr.

-, d. twib, Moses, scarlet rever, Tek. 24, 1802, a. 7 m.

SMITH, Abigell, wid., paley, Nov. I, 1791, a. 80 y. Hannab, d. Maj. Charles, Sept. 13, 1782, a. 6 y. James, consumption, Mar. 9, 1795, a. 65 y.

- SMITH, John, s. Simon, in the West Indies, fever, "Heard of the death," Dec. -, 1801. John, cancer, Feb. 21, 1805, a. 73 v. Lucy, w. John, jr., apoplexy, Nov. 7, 1787, a. 26 y. Martha, Mar. 22, 1788, a. 18 y. [Mar. 23. T. R.] Thomas, s. Thomas, Feb. 13, 1784, a. upwards of 30 y. Thomas, general decay, Feb. 20, 1791, a. 75 y. ---, wid. Raymond, June 7, 1782, a. 87 y. 8 m. ---, d. James, 4th, Oct. --, 1783, a. abt. 2 y. -, d. John, jr., Mar. 4, 1786, a. 4 or 5 d. -, w. Thomas, paralytic, Dec. 1, 1789, a. 69 y. —, wid., Apr. 22, 1793, a. 80 y. [a. 83 y. T. R. 9.] ____, ch. Capt. Sam[ue]l, fever, Dec. 26, 1794, a. 5 m. [Dec. 25. T. R. ---, s. Simon, canker rash, May 13, 1795, a. 7 y. [May 15. [a. 6 y. in pencil.] T. R.] ---, s. Capt. Sam[ue]l, sore mouth, Nov. 5, 1797, a. 5 w. SOWARD, Elizab [et]h, w. John, consumption, Dec. 30, 1788. Richard, s. John L., fever, at Guadaloupe [bef. Apr. 17, 1805], a. 15 y.
- SPILLAR (see also Spiller), —, washed overboard, latter end of Aug., 1796.

-, s. John L., rheumatic, Nov. 10, 1793, a. 6 y.

- SPILLER (see also Spillar), Mary, wid., cancer, Oct. 21, 1801, a. 77 y.
- STACY, Edward, Sept. 28, 1797, in his 19th y.
- STALKER (see also Stocker), ——, w. Robert, consumption, Aug. 6, 1795, a. 60 y.

-, d. Robert, chin cough, Nov. 6, 1796, a. 3 m.

- —, ch. Rob[er]t, jr., sore mouth, May 25, 1801, a. 12 d.
- STANFORD (see also Staniford), —, d. wid. Lucy, Mar. 13, 1782, a. 20 m.
- STANIFORD (see also Stanford), Ebenezer, in the West Indies, abt. Feb. —, 1782.
- Judith, d. Ebenezer, dysentery, Oct. 23, 1797, a. 5 y.
- —, wid., Sept. 11, 1778. [Sept. 18. G. R. 1.] —, s. Ebenezer, sore mouth, July 21, 1804, a. 4 m.

Smear, John, a Simon, in the West Indies, fores, " Heard of the death." Day __ 1801

olm, cancer, Feb 21 1808 a 72

Lucy, w. John, is, apoplear, Nov. 7, 1787, a. 26 y.

Thomas, a Thofmale, I do. 18, 1781, a unwards of 30 v

Thomas, conomi decay, Feb. 20, 1791, a. 75 T.

m 8 .7 78 a . 1782 a . 87 7. 8 m

To damen sth, Oct. - 1153, a abt. 2 yr.

There is a series of the series of the series of

w. Thomas, paralytic, Dec 1, 1780, a 69 y.

wid, Apr. 22, 1792, a. 80 y. [a. 83 y. n. n. 9.]

on Capt Sam[os], faver, Dec. 28, 1794, a. 5 m. (Dec.

R. 6 v. in mencil 7 v. m. 13, 1795, a. 7 y. [blay 15.

To a Capt. Same of the month, Nov. 5, 1797, a. S.

SOWARD, Elizabletib, w. John, consumption, Dec. 80, 1788. Richard, s. dobn L., fever, st-Guadalcups [bef. Apr. 17, 1807].

s. John J., theimstic, Nov. 10, 1793, a. 6 y.

SERLLAR (res also Spiller), —, washed overheard, lareor end of Aug., 1796.

SPULFIE (see also Spillar), Mary, wid,, cancer, Oct. 21, 1801,

STACY, Edward, Sept 28, 1797, in his 19th w

STALKER (see also Stocker),, w. Robert, consumption,

a. d. Robert, chin cough, Nov. 6, 1796, a. 3 m.

oh. Rob[er]t, 10, sone mouth, May 25, 1801, a. 12 d.

STANFORD (me also Signiford), -, d. wid. Lucy, Mar. 13, 1782, a. 20 m,

STANIFORD (see also Stanford), Ebenezer, in the West Indies,

Judith, d. Ebenezer, dysentery, Oct. 23, 1797, a. 5 7.

Wid., Sept. 11, 1778, [Sept. 18. Com. 1.]

- STANWOOD, John, s. Isaac, dropsy in head, July 29, 1802, a 7 y. [Aug. 28. T. R.]
- Joseph, s. Isaac, fever, Oct. 24, 1802, a. abt. 1 y.
- Mary, w. John, pregnancy, Nov. 6, 1791, a. 28 y.
- —, w. Ebenezer, asthmatic disorder, July —, 1787, a. 80 y.
- STILL, Rebeckah, d. Abraham Caldwell, deceased, Feb. 7, 1784, a. bet. 20 and 30 y.
- STIMPSON, Elisabeth, wid., complicated disorders, Aug. —, 1787, a. 25 y.
- STOCKER (see also Stalker), —, inf. ch. Robert, jr., Sept. 1, 1793.
- STONE, Abigail, consumption, Apr. —, 1788, a. 40 y. [Apr. 10. T. R.]

Mary, abt. Feb. 5, 1784, a. abt. 24 or 25 y.

- William, "a fit, on the banks where they were fishing," bef. July 26, 1801.
- ____, d. W[illia]m, Oct. 11, 1783, a. abt. 9 m.
- -, w. Samuel, childbed, Dec. 14, 1784.
- ---, inf. ch. Samuel, Dec. 14, 1784.
- ____, d. Sam[u]el, jr., quinsy, Dec. 21, 1796, a. 6 w.
- ---, d. William, worms, May 17, 1798, a. 5 y.
- STORY, Joanna, d. Dea. W[illia]m, Oct. 8, 1783, a. 2 y. Joanna, d. Dea. W[illia]m, diarrhoea, Aug. 18, 1786, a. abt. 10 m. [Aug. 19. T. R.]
- SWEET (see also Swet), Elizab[e]th, wid., a fall, lethargy, Aug. 13, 1795, a. 78 y.

Mary, wid., palsy, Feb. 23, 1790, a. 73 y. [Feb. 24. T. R.]

Moses, s. wid., brother Jabez and Jo., Dec. —, 1782. Polly, d. Jabez, chin cough, Aug. —, 1787, a. 11 m.

- ---, ch. Benj[ami]n, whooping cough and fever, Sept. 18, 1796, a. 15 m.
- ____, inf. ch. ____, Mar. 3, 1798.
- -, w. John, consumption, Jan. 20, 1802, a. 50 y. or more.
- SWET (see also Sweet), ——, w. Benj[ami]n, [May or June] —, 1783.
- -, inf. d. Benj[ami]n, Aug. 1, 1783.

STANWOOD, John, s. Issue, droppy in head, July 29, 1802, a

Joseph, s. Isaac, ferm, Oct. 24, 1802, s. abt. 1 y.

Mary, w John, programmy, New S, 1791, a. 28 y.

-, w. Ebenezer, astamatic disorder, July -, 1787, a. 80 y.

STILL, Rebecksb., d. Abreham Caldwell, deceased, Feb. 7, 1784, a. bet. 20 and 50 y.

STIMPSON, Elizabeth, wid., complicated disorders, Aug. --, 1787, a. 25 y.

STOCKER (see also fitalker), - inf. ob. Robert, jr., Sept. 1, 1793.

SIONE, Abigail, consenption, Apr. -, 1788, a. 40 5. [Apr.

Mary abl. Feb. N. 1784 a ata. 24 or 35 e.

William, "a fit on the hanks where they were bining," bef.

of Avialian Cot 11 1783 a sht 0 m

- W Samuel children them 14 1724

List ob Samuel Dec. 14, 1781.

-, d. Sam[u]el, je, quinsy, Dec. 21, 1795, a. 8 w.

-, d. William, words, May 17, 1798, a. 5 yr

SWHHT (see also Swel), Kinsb[e]th, wid, a fall, letharge,

Mary, wid, palsy, Feb 25, 1790, a. 73 y. [Feb 24 v. m.] Moses, a. wid, brother Japen and Jo. Dec. —, 1782.

ch. Benjiamija, whooping congb and fever, Sept. 10,

____, inf. ch. ____, Mar. 3, 1798;

w. John, consumption, Jan. 20, 1802, a. 60 y. us more.

SWHI (see also Sweet); -, w. Benijarijar (fitsy or June)

THORNDIKE, Larkin, Col., h. of the wid. of Dummer Jewet, Esq., palsy, Dec. 18, 1796, in his 67th y. [Dec. 19. T. R.]

THORNTON, Timothy, atrophy, Sept. -, 1787, a. 61 y.

TILTON, Anna, wid., apoplexy, July 5, 1802,a. 73 y. [a. 70 y. T. R.]

TREADWELL (see also Treadwill), Elisha, fever, Dec. 20, 1792, a. 44 y. [Dec. 19, a. 38 y. T. R.; a. 39 y. G. R. 1.] Jabez, Dec. 22, 1780. [1781. G. R. 1.]

Jebez, invedice Len 12, 1803 e. 67 y. [Len 13 a. 63 y. m.]

Jabez, jaundice, Jan. 12, 1803, a. 67 y. [Jan. 13, a. 63 y. T.R.] Leveret, s. Jacob, whooping cough, Oct. 21, I787, a. 6 m. [Oct. 22, T. R.]

Lucy, wid., pulmonic fever, Sept. 22, 1789, a. 76 y. [a. 74 y.

Lucy, wid., pulmonic fever, Sept. 22, 1789, a. 76 y. [a. 74 y. T. R.]

Lucy, d. Aaron, jr., scarlet fever, Feb. —, 1802, a. 4 y. [a.

3 y. T. R.]
Margaret, consumption, Feb. 19, 1786, a. abt. 30 y.

Mary, Miss, bilious, Nov. 20, 1798, a. 74 y.

Mary, d. wid. Lydia, scrofula, June 25, 1804, a. 21 y.

Nath[anie]l, Capt., Jan. 29, 1777. [Jan. 31. T. R.]

Priscilla, wid., niphritic disorder, July 3, 1803, a. 99 y. [a. 80 y. T. R.]

-, inf. d. Jacob, May 6, 1783.

____, d. Capt. Nath[anie]l, Jan. 22, 1789, a. 13 m.

—, ch. Capt. Moses, Nov. 11, 1805, a. 8 d. [Nov. 17. T. R.]

TREADWILL (see also Treadwell), Jonathan, s. Moses, Dec. 30, 1794, a. 17 y.

URIN, Ruth, wid., atrophy, May 19, 1789, a. 90 y.

VERNEY, John, universal decay, Oct. —, 1803, a. 74 or 75 y.

VESPER, —, s. Tho[ma]s, fever, Nov. 10, 1793, a. 17 m.

WAINWRIGHT, Lucy, Sept. 29, 1783.

WAIT, Eunice, w. John, consumption, Mar. 24, 1785, in her 37th y. [in her 36th y. g. R. 1.]

Hannah, lingering nervous disorder, Jan. 5, 1786, a. upwards of 50 y.

John, jr., consumption, Sept. 5, 1785, a. abt. 26 or 27 y. John, consumption, Aug. 6, 1789, a. 37 y. [Aug. 5. T. R.]

THORNDIKH, Larkin, Col., h. of the wid. of Dummer Jewet, Key, pakey, Dec. 18, 1795, in bis 67th y. [Dec. 19. r. n.]

THORNTON, Timothy, stempley, Sept. -, 1787, a. 61 y.

THATON, Anna, wid., apoplary, July 5, 1890a. 78 y. [a. 70 y. T. m.]

TREADWHIL (see also Treadwill), Elisha, fever, Dec. 23, 1792, a. 44 y. [Dec. 19, a. 33 y. r. a. a. 59 y. s. s. l.]

Jaher, Dec 23, 1780. [1781. c. s. 1.]
Jaher, jauudice, Jzs. 12, 1803, a. 67 y. [Jan. 13, a. 63 y. r.s.]
Leverst, s. Jasob, whooping cough, Oct. 21, 1787, a. 6 m.

Ducy, wid., pulmonic ferer, Sept. 22, 1720, a. 76 v. fa. 74 v

Loop, d. Auron, jr., searlet Sever, Feb. -, 1802, a. 4 y. (a.

Margaret, coccemption, Pab. 19, 1780, a abt. 30 y

Mary Muss, billion Nov. 20, 1793, a. 74 p.

Nathfaniell, Caus, Jan. 29, 1777. [Jan. 31. v. n.] Priscille, wid. ulplwitle disorder, July 3, 1803, a 29 y. [a.

inf. d. Jacob, May 6, 1783.

ch. Capt Moses, Nov. 11, 1805, a. 8 d. [Nov. 17. x, x.]

TREADWILL (see also Treadwell), Jugathan, s. Moses, Dec. 30, 1794, a. 17 y.

URIN, Ruth, wid., strophy, May 19, 1789, a. 00 y

VERNHY, John, universal decay, Oct. -, 1805, c. 74 or 75 y.

VESPER, ___ a. Tho[ma]s, faver, Nov. 10, 1793, a. 17 m.

WAINWRIGHT, Lucy, Sept. 29, 1783.

WAIT, Ennice, w. John, consumption, Mat. 24, 1785, in her 37th y. [in her 36th y. c. z. 1.]

Hannals, lingering nervous disorder, Jan. 5, 1786, a. aprends

John, jr., consumption, Sept. 5, 1785, a abt. 26 or 27 yr. John, consumption, Aug. 6, 1789, a 37 yr. [Aug. 3, x. z.]

WAIT, John, s. Joseph, Feb. 22, 1806, a. 18 m.

Lucy, Miss, revulsion of humors, Sept. 2, 1799, a. 69 y.

Mary, June -, 1797, a. 73 y.

Oliver, s. John, nervous fever, Aug. 5, 1789, a. 1 y.

Samuel, jr., supposed to be lost at sea sometime in spring or summer, 1795.

Sarah, consumption, Oct. 29, 1793, in her 19th y. [Oct. 27. T. R.]

Susannah, cancer, Mar. 3, 1794, a. 67 y.

—, s. John, jr., Aug. —, 1784, a. 17 m.

____, s. wid. Rebeckah, fever, Feb. 28, 1786, a. abt. 17 m.

-, d. wid. Mary, quinsy, Feb. 11, 1796, a. 1 y.

WALDEN, Hannah, putrid fever, Sept. 2, 1793, a. 14 y. [Sept. 4. T. R.]

WALLACE (see also Wallis), Joseph, s. Sam[ue]l, in the West Indies [bef. Nov.], 1783.

Mary, Aug. —, 1784, a. abt. 22 y.

Sam[ue]l, Mar. 21, 1792.

----, w. Samuel, Sept. 14, 1784.

WALLIS (see also Wallace), Elisabeth, wid., consumption, Apr. 29, 1796.

WARNER, William, asthmatic complaints, Sept. 8,1802, a. 75 y.

—, d. W[illia]m, jr., Apr. —, 1779, a. 11 m.

—, s. twin, Benj[ami]n, jr., diarrhoea, Oct. 29, 1793.

WEBBER. - Miss, consumption, May 1, 1800, a. 53 y.

WELLS, Jonathan, cramp colic, Apr. 23, 1793, a. 51 y. —, wid., palsy, Feb. 19, 1801, a. 93 y. 11 m.

WHEELWRIGHT, Martha, wid., complicated disorders, Aug. —, 1787, a. 29 y.

WHIPPLE, Ruth, wid., general decay, Jan. -, 1800, a. 83 y.

WILCOMB (see also Wilcome], —, d. William, canker rash, Apr. —, 1795.

WILCOME (see also Wilcomb), Joseph, by a fall from the shrouds, instantly killed, abt. Nov. 17, 1788, a. 20 y.

Water, John, a Joseph, Feb. 22, 1806, at 18 m. ... Lucy, Miss, revultion of hemore, Sept. 2, 1769, a. 69 v.

Mary June - 1797, u. 13 y.

Oliver, a. John, nervens fever, Aug. 5, 1789, a. 1 y.

Samuel, it. supposed to be lost at sea sometime in spring or

Sarah, consumption, Oct. 29, 1793, in her 19th y. [Oct. 27.

Susannah, capter, Mar. S, 1794, a. 87 y

. Tt. a. 1871 .- And . St. andol. 8 .-

____ s. wid. Rebeckab, ferer, Feb. 28, 1786, a. abt. 17 m.

and with Mary, gainer; Neb. 11, 1798, c. 1 y.

WALDEN, Hannish, putrid fever, Sept. 2, 1795, a. 14 y. [Sept. 4. T. m.]

WALLACE (see also Wallis), Jesoph, a. Sam[ue]l, in the West Indica Phet. Nuc. 1783.

Mary, Aug. -, 1784, c. abr. 22 y

Sam [us], Men Sl. 1792.

-, w. Summel, Sept. 14, 1784.

WALLES (see also Wallace), Effecteth, wid, consumption, Age 20, 1706.

WARNER, William, asthuratio complaints, Sept.8,1802, a. 75 y.

a twin, Benj ami ju, jr., diarrhoes, Oot. 28, 1728.

WEBBER, - Miss, consumption, May 1, 1800, a 53 y

WHILS, Jestban, cramp colic, Apr. 23, 1793, a. 61 y., wid., palsy, Fab. 19, 1801, a. 93 v. 11 m.

WHEHLWRIGHT, Martha, wid., complicated disorders. Aug.

WHIPPLE, Ruth, wid., general decay, Jan. -, 1890, a. 23 p.

WILCOMB (see also Wilcome], ---, d. William, canker cash,

WILCOME (see also Wilcount), Joseph, by a full from the abrouds, instantly killed, abt. Nov. 17, 1788, a. 20 y.

WILLIAMS, Joshua, religious melancholy and nervous disorders, Jan. 7, 1801, a. 66 y. [Jan. 6, a. 65 y. T. R.]—, inf. d. Joseph, Aug. 26, 1783.

WITCHER, ---, ch. Mr., Oct. --, 1803, a. 1 or 2 d.

NEGRO

DINAH, old age, at the poorhouse, July 31, 1804, a. abt. 102 y.

have the or which he is to pay here winch the course

agreed mentremen and make, and Me admission have

WHILIAMS, Joshos, religious melancholy and account disorders, Jan. 7, 1501, g. 66 y. (Jan. 6, a. 65 y. v. s.)

WITCHER, --- ch Mr., Oct. --, 1803. c. t or 2 d

ORDER

100

DINAH, old ago, at the poorbouse, July 21, 1804, p. abt. 102 y.

HISTORICAL COLLECTIONS

OF THE

ESSEX INSTITUTE

VOL. LV

JULY, 1919

No. 3

JOURNAL OF SAMUEL HOLTEN, M. D.

WHILE IN THE CONTINENTAL CONGRESS, MAY, 1778, TO AUGUST, 1780.

Samuel Holten, the only son of Samuel and Hannah (Gardner) Holten, was born June 9, 1738, in Salem Village, now Danvers, and died there January 2, 1816. He practiced medicine in Danvers for many years, was a member of Congress from 1778 to 1783, and 1793 to 1795, and was Judge of Probate of Essex County from 1796 until 1815. The original diary is now in the possession of the Danvers Historical Society.

Minutes. I am desired to attend to the regulations of the Gen¹ Hospital. It is said the Stuard of the Hospital had better be accountable for the Fire arms of the Sick Soldiers than the Captains and that the Surgeons of the Hospital ought not to make use of so much of the wine etc. conveyed in to said Hospital for the sick.

I am desired to attend to the Loan office, there being no allowance made to pay the person that attends said office for paying the Int^r Annually and the Commissions

are said to be small.

July 14, 1778. I let the Hon. Samuel Adams, Esq^r have £4, of which he is to pay unto James Otis (a min^r) being my part of what the Delegates of our State have agreed to advance to s^d min^r, and M^r Adams is to write to his friends and procure the money, & acc^t with me for the same.

(161)

HISTORICAL COLLECTIONS

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ESSEX INSTITUTE

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Juny, 1919

- 355

JOURNAL OF SAMUEL HOLTEN, M. D.

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Minutes. I am degred to attend to the regulations of the Gent Hospital. It is said the Stuard of the Hospital had better be accountable for the Fire arms of the Sink Soldiers than the Captains and that the Surgeons of the Hospital ought not to make use of so much of the wine sto, conveyed in to said Hospital for the sick.

I am desired to attend to the Loan office, there being no allowance made to pay the person that attends and office for paying the Int. Annually and the Ommunicous

July 14, 1775. I let the Hon. Samuel Adams, Esq. bave bave C4, of which he is to pay unto James Otis (a min') being my part of what the Delegates of our Sixte have agreed to advance to a min', and M' Adams is to write to his friends and present the money, & see with me let

July 27, 1778. The Hon. John Hancock, Esq^r—D^r to cash paid for two Bottles of Moradant's Anti-Scorbutic drops, £3, sent forward to Thaddeus Burr, Esq.¹ of Connecticut.

Minutes. When I shall arrive at Congress to procure Blank Commissions for Commanders of Armed Vessels to be sent to Mr Avery, D. Sec⁷ of the State of Massachusetts Bay.

I am desired to attend to Mr Otis & Andrews affairs & to Mr Williams' affair, who lost part of his estate on

Noddles Island, by our Troops in the year 1775.

N. B. The following Gentlemen have asked me to Correspond with them from York Town, viz.: The Rev⁴ D^r W^m Gordon of Roxbury (7), The Rev⁴ M^r Wadsworth, Danvers (9), Hon. Tho. Cushing, Boston (9), Moses Gill, Boston (4), Joseph Palmer², Braintree (13), Josiah Batchelder, Jun^r, Esq^r, Beverly (11), Col. Israel Hutchinson, Danvers (12), Capt. George Williams, Salem, Capt. W^m Shillaber, Danvers (2), Amos Putnam, Esq^r, Danvers (2), Joseph Hall of Boston (6), Nath¹ Appleton of Boston.³

May 1, 1778. I borrowed of Broth^r Elias E. Warner, a pair of pistols (small) and eleven bullets, Flask & some gunpowder & mould to run bullets, which I am to return to him when I shall return from York Town or otherwise make them good to him. Aug. 23^d 1780, I returned the Pistols.

May 7. I bargained with Jer. Shelden to go with me to York Town as my waiter, & if I like him I am to pay him hansomly for his trouble, & if I don't like him I am at liberty to Discharge him when I please, paying him well for his Services. N. B. Jan. 1st 1779, I pd Jere. Sheldon in full to this day and agreed with him for five months further at £12 pr month.

May 25. I set out from Danvers for York Town in

¹Rev. Thaddeus Burr of Fairfield, a kinsman of Hancock, at whose home the latter had married Dorothy Quincy two years before. He was an uncle of Aaron Burr.

²Gen. Joseph Palmer, commanding the Massachusetts troops in

the defense of Rhode Island.

The figures following each name denote the number of letters Dr. Holten wrote to the several gentlemen during the two years.

July 27, 1778. The Hon. John Hancock, Ekq De to cash paid for two Bottles of Mondant's Anti-Sembude, drops. 28, sent forward to Thaddens, Burr, Esq. 1 of Connecticut.

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CODSSERE NUMBER

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They, Whaddens Borr of Fairfield, a binsman of Haccock, at whose home the latter had enargied Dorothy Quincy two years here fore, He was an uncle of Asron Burr.

The neutres following each name denote the number of letters. Dr. Holten wrote to the reversi gentlemen during the less gentle

the State of Pennsylvania to take my seat in Congress. I was accompanied to the Town of Lynn by about 20 of the principal Gentlemen of Danvers, where we dined together & drank 13 toasts, & after receiving great Honor and respect from s^d Gentlemen, took my leave of them & got safe to Boston this evening.

26. Mr Hancock not being ready to set out with me, I

attended my duty at the Council Board.

27. Gen. Election, Boston. I was in my place at the Council Board & dined in public with them.

28. I took formal leave of the Hon. Board in order to

proceed to Congress.

29. I dined at my lodgings & drank Tea at Mr Warner's.

30. Three Acts of the British Parliament came to hand from Gov^r Trumbel. I wrote a long letter to my wife this day & sent it by Col. Hutchinson.

June 1. It being rainy prevented my setting out.

Wrote to Capt. Prince of Danvers.

3. I set out from Boston with the Hon. Mr Hancock at 1 o'Clock & a large number of Gentlemen with their servants & Carriages accompanyed us to Watertown, where an elegant dinner was provided. I rode in Mr Hancock's Carriage with Mr Hancock, Dr Cooperl & Genl Heath. After we had dined, a large number of toasts were drank & a salute of Cannon and upon our setting out three cheers were given from a very large number of people assembled on ye occasion. We proceeded to West Town where we Lodged.

4. We traveled from Westown to Worcester, very

heavy traveling, rained and uncomfortable.

5. We traveled from Worcester to Brookfield & lodged at one Mr Rice's. The ways very bad.

6. We traveled from Brookfield to Springfield, where we propose to Lodge & Gen¹ Hancock is much indisposed

¹Rev. Samuel Cooper (1725-1783), pastor of the Brattle Street Church, who has been credited with the authorship of Hancock's political papers.

²General William Heath (1737-1814), a distinguished officer, member of the Provincial Congress, Constitutional Convention, and

State Senator.

with the Gout. Upon our arrival here there was a discharge of Cannon by order of the commanding officer.

7. Sabbath day. Being somewhat indisposed did not attend public worship, but read three of D^r Elliot's sermons. N. B. M^r Brick, the minister of this place, is said to be a Tory.

8. Traveled from Springfield to Hartford. Roads very good. Spent some time with Gen¹ Putnam.¹ This Town

is very pleasant. Wrote to my wife by Mr Bart.

9. We traveled from Hartford to Lichfield, 30 miles, the roads very Bad. At Farmington there was the finest parcel of Cannon I ever saw & the Town very pleasant.

10. Traveled from Lichfield in to the State of New York & lodged at one Colo. Morehouse's. The road the

worst I ever saw. The People very kind.

11. Traveled to the house of one Griffis, five miles

short of Fish Kills & 9 miles of the North River.

12. Crossed the North River & dined at a good Duch house, and proceeded 18 miles to the house of one Townsend and was hansomely entertained without charge.

13. Traveled 9 miles before Breakfast & Breakfasted at Mr Bierds, & to Sussex Court house, there lodged, but we dine by the way at Mr Waller's. Poor accommo-

dations.

14. Sabbath day, traveled to the Block jail Town & dined and then 16 miles & lodged in an old log House in the Jersies, but the people are kind. N. B. This day I traveled with the greatest difficulty as to my health.

15. Crossed the River Delaware, dined at Eastown, traveled 12 miles to Bethlehem, took a view of the town & went thro' most of the departments & see the Ladies at their particular work.² The Inn was the best I ever put up at.

16. To Reading 40 miles. This is one of the Capitol Towns in this State. The General is in health & high

spirits.

17. To Lancaster 31 miles, very hot. This is the 2d

¹Gen. Israel Putnam, a native of Danvers, who had settled in Brooklyn, Conn.

²Probably the silk and knitting mills.

with the Gout. Upon our arrival here there was a discharge of Cannon by order of the commanding officer,

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17. To Laucester \$1 miles, very hot. This is the 24

^{&#}x27;Gen, lama! Potonm, a majore of Donvers, who had saided in

Town in this State & the largest inland Town I have ever

seen, the buildings chiefly Brick & stone.

- 18. To York Town, 23 miles, besides crossing the Susquehanna which is about 11-2 miles by water. Lodged at one Wido More's and the woman & her Daughters were not obliging. I do not intend to tarry at this House any Longer than I can procure a place that suits better.
- 19. Being somewhat indisposed & not having proper lodgings, I did not take my seat in Congress. We are informed by Gen. Washington that the Enemy have left the City of Philadelphia & our people have taken possession. The people here are not at all obliging. I want to git from this house.

20. I have not taken my seat in Congress for the rea-

sons mentioned yesterday.

21. Sabbath day, being somewhat indisposed did not attend public worship.

22. I took my seat in Congress, and it is a very august

assembly.

- 23. Attended in Congress and the chief of the day was taken up in Disputing on the Articles of Confederation.
 - 24. Attended in Congress, dined with the President.1
- 25. Attended in Congress. Toward night I walked out with a number of gentlemen of Congress about a mile to a farmhouse. The people was kind, we eat Cherries & drank whiskey.

26. Attended in Congress, and it is the hottest day I ever knew. Went & drank with ye President & drank

tea with ye Secretary.

27. Congress adjourned to the City of Philadelphia to

meet on Thursday next, 10 o'Clock.

28. Sabbath day. Traveled from York Town, Crosd the Susquehanna 20 miles lower than where I did before. Dined at a good Inn but have a small room to lodge in. N. B. The bugs drove me out.

29. Traveled 12 miles before breakfast, breakfasted on Whortlelbery Hill out doors, then Trav^d 7 miles, dined at

¹Hon. Henry Laurens of South Carolina.

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26. Attended in Congress, and it is the borrest day I ever knew. Went & dank with y' President & dwok

tea with y' Semetary

Mr. Congress adjourned to the City of Philadelphia to

28. Sabbath day. Traveled from York Town Constitue Susquehanua 20 miles lower than where I did before. Dined at a good Inn but have a small room to ledge In.

M. B. The bogs drove me out.

Whortlelbery Hill out doors, then True 7 miles, though an

Hon. Henry Laurens of South Carolina.

a good Inn, then Trav^d 15 miles to Newart in one of the lower Counties in Delaware State.

30. To Wilmanton 11 miles, had Breakfast & dined, we passed thro' part of the State of Maryland & Wilmanton is a principal Town in the State of Delaware. The buildings are chiefly Brick & very commodious. We then Trav^d to Chester where we are likely to be well accommodated.

July 1. To y° City of Philadelphia, 15 miles, before breakfast. Dined at a public house, then took Lodging

at the Wido Robbinson's on Chestnut Street.

4. It being the anniversary of the Independence of America, the Congress dined together at the City Tavern & a number of y° Council of this State, several Gen. officers & other Gentlemen of Distinction & while we were dining there was an Agreeable band of Musick & we had a very elegant dinner.

5. Sabbath day. Attended Church in the forenoon with the Congress, and in the afternoon went to a Congregational meeting. The Church minister Preached a political discourse. The other Gentleman I could not un-

derstand.

6. Attended in Congress.

- 7. Left letters at the post office to be forwarded to Boston.
- 8. Congress received a packet from France giving an account of a French Fleet coming here. I dined with General Arnold.¹
- 9. The Articles of Confederation was signed by all the States that had received instructions for that purpose, being 8 States.

10. A man came to this city this day & informs that a

French Fleet is off Maryland.

11. This day was the first time that I took any part in the debates in Congress. We have certain accounts of the arrival of a French Fleet off the Delaware, 12 Ships of the line & 4 Frigots.

12. Sabbath day. Attended at Church.

13. Yesterday Monsieur Gerard, the Ambassador, ar-

Benedict Arnold.

a good lan, then Taxe 15 miles to Newart in one of the

ower Counties in Delaware State

80. To Wilmanton II miles, had Breakfast & dined, we passed thre' part of the State of Maryland & Wilmanton is a principal Town in the State of Delaware. The buildings are chiedly Brick & vary communities. We then Trave to Chester where we are likely to be well accountedated.

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12. Sabbath day. Attended at Chorch.

18. Yesterday Moneigur Gerard, the Ambassador, as

Benedlet Arnold.

rived here, and I waited on him this day & welcomed him to the United States of America.

15. Am some better as to my health. I sent a Packet of Letters by M^r Hancock to M^{rs} Holten.¹

16. I was invited to dine at the city Tavern with Mons' Gerard, but declined on account of my health.

17. Mr Lovell² dined with us & Mr Hazard³ drank Tea.

18. Congress received a letter from ye Comrs of the King of Great Britain, but it was couched in such terms no answer is to be given.

19. Sabbath Day. Went to Church in the forenoon & in the afternoon I went to the meeting house but could

not find any minister.

20. Received an account that ye French Admiral is

sending a number of Prisoners here.

21. Col. Partridge⁴ from our Court paid me a visit & informed me he was charged with several Public matters

from said Court to Congress.

23. I removed from ye Wido Robbinson's to board at the house of Miss Dolley & Clark in 2^d street. I dined & drank tea at Doct^r Shippin's, 5 director Gen¹ of the continental Hospital.

24. I dined with the President, & went & viewed the Hospital, workhouse & City goal, they are very elegant &

great Buildings.

25. Two months this day since I left home. Col. Par-

tridge spent the afternoon with us.

26. Sabbath day. I went to St Peter's Church in the forenoon & in the afternoon to ye College where I heard

During the more than two years of his absence from home he wrote 145 letters to his wife, each numbered in order of posting.

²James Lovell, delegate from Massachusetts.

³Probably Ebenezer Hazard of Philadelphia (1745-1817), the last Postmaster General under the Continental Congress.

*Col. George Partridge, a former delegate from Massachusetts. Dr. William Shippen was foremost in establishing the Medical School of Philadelphia. Graduated at Princeton, 1754, and studied at Edinburgh. He belonged to a wealthy and distinguished Philadelphia family. It was his kinswoman, Margaret Shippen, who married Benedict Arnold.

*College of Philadelphia.

niced large good of relation being the proof looks to the United States of Asserting

Mr. An man before to my beath. I and a Period

In I was below at its set Taren with Man County by Land and Land States of the Lands

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M. Rentred on account that of French Admiral in

II. Oil harviled from the Come park on a wish & followed up in the charged with several Drinks makes from said Court to Company

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Hopfiel, worklows & Cry goal day an very stopul &

AN Two months this day short I had been Oak Par

26. Sabbath day. I went to S' Pdor's Church in the features & in the effections to y' College! when I hand

District the name thing two percent of the absence bear in principle with the principle and another in section of principle three blacks and another the section of the sec

Projective December December 25 Communications of the Communication of t

The William Content of the second of the sec

the best sermon since I left Roston. Dr Wentherspoon & Colo. Partridge dined with us.

27. Reca by the Post a letter from MF Hancock & the

Reva Dr Gordon.

28. Walked out toward evening with Mr Gerry.2

29. Took a walk toward evening with MF Gerry to Gen. Rohado's.3

. 30. Capt. Andrew of Salem called me out of Congress. The Baron Steuben and his aids, Capt. White of Marblehead, Mr Williams of Boston and Mr Smith, Commist of Loans, dined with us.

31. Capt. Andrew of Salem dined with me & I walked

out with Mr Gerry toward evening.

Aug. 1. Dined at Mr Smith's, Commissioner of Lo-

Sabbath day, attended public worship at the Rev⁴
 M² Sprouts & heard 2 good sermons. The Hon. Col. Lee⁴
 of Virginia spent the evening with us.

3. Rec'd a letter from ye Hon. Mr Gill of Boston by which I have the agreeable news of my Family's being

well the 20 Ultimo.

5. Congress sat from 9 till almost 3 & from 5 till

almost 10 o'Clock. I am much indisposed.

6. Mousieur Gerard, Minister Plenipotentiary from his most Christian Majesty, had a public audience with Congress & dined with them; the proceedings were conducted with great decorum. The entertainment was grand & elegant, the band of musick was very agreeable.

7. Monsieur Gerard made a visit, in the edge of the evening (about an hour) to the Delegates of the Mass. Bay agreeable to the public ceremonies agreed on by Congress for a Minister Plenipotentiary, my Colleagues being absent upon his first coming in, I had the honor of his company alone.

Unin Withersmoon (1722-1734), a Scotch minister, once president of Princeton College, and distinguished as an orator. He was a delegate from New Jersey and a signer of the Declaration.

Elbridge Gerry of Marblebead.

Daniel Roberdean, a delegane from Pennsylvania.

"Henry Lee (1756-1818), of Wirginia, "Light Horse Harry," as he was known, served throughout the Revolution with distinction. He was the father of Gen. Robert H. Lee. the best sermen store I left Boston. Dr Westberspoon & Colo. Partitles direct with us.

Man by the Post a letter from M' Haucock & the

Bart D' Gordon.

S. Walked out toward availage with M. Gerry?

29. Took a walk toward evening with Mr Gerry to

Gen. Robado's

.80. Capts Andrew of Salam redled my out of all the grees. The Baron Strabon and his side. Capt. Wiffee of Marblabead, Mr Williams of Boston-and Mr Smith, Commist of Loans, dived with on

81. Capt Andrew of Surem dions with me & I walked

out with Mr. Genry toward evening.

Aug. L. Dines at M' Smith's, Commissioner of Lo

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2. Subjects day, attended public worded at the Rec

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John Witherspoon (1729-1784), a Scotch minister, once pleathest of Friberston College, and distinguished as an matter. He man a first from New Japany and a signer of the Decksonion.

Daniel Roberdes is alarmin to

"Houry Lee (1756-1818), of Virginia, "Light Horse Barry," as he was known, served throughout the Savolation with disturction. He was the lather of Gen, Hoher E. Lee

8. At 5 o'Clock P. M. met a joint Comt of Congress & ye Executive Council of this State in search after British property in this City.

9. Sabbath day. Attended public worship. Mr Davisson delivered a good sermon & Mr Sprout in ye

afternoon.

11. Wrote to Misst Holten and Mr Kittell by the Hon. Mr Dana.1

12. Went & paid a visit to Mons' Gerard but he was

not at home, left my name on a Card.

- 13. The following Gentlemen dined with the Delegates of Massa Bay at their invitation, vizt Mons Gerard, his Nephew and Secretary, The President of Congress, Hon. Silas Deane, Esq^x, Hon. R. H. Lee, Esq^x, Hon. Gen¹ Read,4 Gen¹ Putnam,5 Gen. Arnold, Baron Steuben & his aid. We dined at 4 o'Clock and had a grand elegant dinner & I think it was conducted with good deco-We drank coffee before we rose from Table.
- Congress sit late, we dined at four. I walked out with Mr Gerry & visited the Gentlemen from Connecticut & the Revd Mr Duffel, our Chaplain.
- 15. An express arrived in five days from New Port & informed that our army was on the Island & that 2 sail of vessels was off the harbour & Count d'Estaign's fleet had sailed in quest of them.
- 16. Sabbath day. Attended public worship in the forenoon at the Revd Mr Duffield's meeting & heard a very good sermon & in the afternoon attended at the College, heard Dr Hewen.
 - I received a letter by the post from Joseph Hall,

'Francis Dana (1743-1811), a former delegate from Massachusetts, afterward Chief Justice of the Supreme Court of the Commonwealth and minister to France.

²Silas Deane (1737-1789) of Connecticut, Ambassador to France with Franklin and Lee. Through him the services of Lafayette were secured.

3Richard Henry Lee (1732-1794), delegate from Virginia, signer of

the Declaration, and later President of Congress.

'Gen. Joseph Reed (1741-1785), of New Jersey, served with distinction under Washington, and at this time was President of Pennsylvania.

⁵Probably General Israel Putnam.

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11. Wrote to Miss' Holten and M' Kittell by the Hon.

AP Datie.

12. Went or pand a vant to stone terrard but he was

18. The following Goutlemon dired with the Delogates of Mass, Ray at their invitation, with Money General, his Nephew and Scoretary. The President of Congress, Mon. Silvs. Below. Boy. Hon. R. M. Leef, Ray, Mon. Gen. Arnold, Maron Struken & his sid. We dired at a o'Clock and had a grand elegant direct & I think it was conducted with good decorum. We dreak coules before we rese from Table.

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D'Hewen

17. I received a letter by the post from Joseph Alall,

Francis Duck (1747-1317), a former delegate from Massachusetts, afterward Chief Jostice of the Supreme Cours of the Corneces

"Sins Deans (1717-1789) of Consections, Ambassador to France with Franklin and Les. Through him the services of Leftspens were ascured

Richard Homy Lee (1741-1794), delegate from Viegmin, signer of the Declaration, and later President of Congress.

Clon Joseph Reed (1721-1723), of New Jersey, served with distheolog and at this time was President of Pennariyania

Probably Reneral Issuel Princin.

Jun of Boston, a minor. Congress sit late, hearing Mr Deane.

19. Dined at M^r R. Morris's,² about 2 1-2 miles out of the city. I hear there is a Ball at the City Tavern this evening. I am sorry for it.

20. I walked out with Mr Gerry. A number of the

members of Congress spent the evening with us.

21. By a letter from Gen. Sullivan³ dat^d 17th inst. we understand that he was almost ready to attack the enemy at Rhode Island.

22. Colo. Robedo, Colo. Bartlet⁴ and Colo. Ross⁵

dined with us & Colo. Lee drank Coffee with us.

23. Sabbath day. I attended public worship at the Rev^d Duffield's meeting & heard two good sermons. A Presbyterian meeting.

24. Congress sit late. Dined at four. A hot evening

& I am much worried with writing.

- 25. Congress dined with the French Minister at his invitation & about 40 other Gentlemen. The dinner was Grand & Elegant & the band of musick was very agreeable.
- 26. Very hot. Took a walk with the Hon Mr Adams.
- 27. The consul of France and 10 other Gentlemen of distinction dined with us by invitation. We had a grand, elegant dinner.

28. News from Rhode Island not agreeable. Count d'Estaign's ships being so damaged by the late storm, he

¹Hon. Silas Deane was recalled from France, called before Congress, and an auditor appointed to look over his accounts. He returned to France and lived in the Netherlands, with little money for support, and died in England. He was a man of eminent ability and misrepresented.

²Robert Morris (1735-1806), one of the wealthiest merchants of Philadelphia, who gave such substantial aid in loans of money during the war. His house was called the most sumptuous in the city,

and he entertained lavishly.

³Gen. John Sullivan of Massachusetts.

*Josiah Bartlett (1727-1795), delegate from New Hampshire, signer of the Declaration, and afterwards Governor of the State.

^aProbably George Ross (1730-1779), delegate from Delaware, one of the "Signers," and at this time Judge of the Court of Admiralty for Pennsylvania.

Samuel Adams.

Jun' of Boston a minor. Congress sit late, hearing Mr. Denne,!

19. Dimed at Mr R. Morris's, about 2 1-2 miles out of the city. I hear them is a Ball at the City Tavoro (bid seening. I am corre for it.

20. I walked out with M Genry. A number of the

members of Congress spent the evening with us

21. By a letter from Gen. Sullivant dart 17th inst. we understand that its one almost ready to attack the enemy at Rhode-Jaland.

22. Colo Robedo Colo Bartlet and Colo Rosel

23. Sabbath day. I attended public worship at the Revel Duffield's meeting & heard two good semnons. A Preshy

24. Congress sit late. Dioed at four. A bot avening

& I am much wearied with writing

25. Congress dined with the french Minister at his invitation & about 40 other Gentlemen. The dinese was Grand & Elegant & the band of unuside was very agree able.

26. Very bot. Took a walk with the Hon Mr

Adams

27. The control of France and 10 other Gentlemen int distinction dined with us by invitation. We had a grand, elegant dinear.

28. News from Rhode Island not agreeable. Conor d'Estaign's ships being so damaged by the late storts. he

'How Stlas Deans was recalled from France, called before Congress, and an anditor appairable holick over his accordure. We be turned to France and lived in the Natherlands, with little manage for support, and died to England. He was n man of emissed thing and must be the support and the format of the support and the format in the support and the support and

Hobert Morris (1752-1800), one of the wealthlest merchants of Philadelphia, who gave such architectual aid in loans of money-darthe the war. His house was called the most sumptuous in the city, and the contribution house was called the most sumptuous in the city.

Gen. John Sollivan of Marsachusein

"dogiah Bartlett (1797-1763), delayate from New Hampahire, faga

Property George More (1730-175), delegate from Delaware, one of the "Segreen," and at this time Judge of the Court of Adaptaing for Pennsylvania.

smab A legense

is going to Boston to repair. I expect the expedition will fail. I wrote to Miss' Holten by Mr Jones.

29. Mr Marchent1 drank tea with us.

31. The Rev^d M^r Dufell, M^r Hopkinson² & 4 Gentle-

men of Congress dined with us.

Sept. 1. Congress sit late. By invitation the Delegates from Mass^a dined with M^r Duer,³ M^r Dean & Gen¹ Arnold at their lodgings.

2. By invitation I dined at the City Tavern with the Delegates from South Carolina, Congress and a number

of other Gentlemen dined with us.

2. Congress resolved to meet twice a day for 2 months.

4. Congress received a letter from General Sullivan informing of a Battle at Rhode Island & our army took

possession of the ground.

5. I rode out on horseback about 6 miles with Messrs. Adams, Gerry & Lovell. This is the first time I have rode out to take ye fresh air since I have been in this City.

7. Congress sit late. We received intelligence from Gen¹ Sullivan respecting the battle & retreat from Rhode Island. I think Gen. Sullivan conducted as well as could

be expected.

8. I wrote to Gen. Hancock. Mr Vandike4 & Majr

Butler⁵ dined with me.

- 9. Congress sit but half the day. In the evening I met a Number of Gentlemen of Congress upon Business at the City Tavern.
- 10. Gen. Miflin, Colo. Lee, Mr Vandike & Mr Smith dined with us.
 - 12. The Delegates from Massa dined with the minister

¹Henry Marchant (1741-1795), delegate from Rhode Island, and later Judge of the United States District Court.

Francis Hopkinson (1738-1791). of Philadelphia, famous satirist,

and signer of the Declaration.

³William Duer (1747-1799), of New York, Secretary of the Treasury Board.

Nicholas Van Dyke, delegate from Delaware.

'Maj. Pierce Butler, a native of Ireland, who before the Revolution was an officer in a British regiment in Boston.

Thomas Mifflin (1744-1800), of Philadelphia, once President of Congress, and first Governor of the State of Pennsylvania.

of France & a number of other members of Congress, the dinner was grand & elegant & in the French taste.

13. Sabbath day. In the afternoon Mr Colwell

preached.

14. Congress sit till after 8 in the evening. Colo. Foster dined with us. He came from Glocester in Massa & brought me a letter from Sister Sukey.

15. Dr Weatherspoon, Gen. Reed & Colo. Harnett1

dined with us.

16. I met a number of Gentlemen of Congress at evening at the City Tavern on business.

17. The auditor Gen¹ & commissioner of Loans dined

with us.

18. General Morris² and Colo. Lee supped with us.

19. I met our club society at evening.

- 20. Sabbath day. Mr Dufell delivered a good sermon. Mr Colwell preached in the afternoon, but he spoke so broad I could not understand him. Rec'd a letter from Misst Holten, Mr Putnam & Mr Kittell from Danvers.
- 21. Congress sit late. I dined at M Stephen Collins's with the Delegates of our State & Gen. Arnold, Mes^{rs} Deane, Marchent & Colo. Bartlett.

23. I walked out with Mr Gerry. Met our club at

evening.

25. I dined with the President, Congress Resolved to send 3,000 troops into the States of South Carolina & Georgia.

26. I dined with Mr Mease ye Clothyer Gen1 & walked

up to see the aloes tree.

27. Sabbath day. Doc' Weatherspoon & M' Duffel

preached.

- 28. Rec'd a letter from the Rev^d M^rWadsworth and also a letter from Colo. Hutchinson. Colo. Bartlett & M^r Gardner dined with us.
- 29. I wrote to M^r Franc^s Nurse³. Samuel Cooper, a prisoner from New York, dined with us. He belongs to Boston.

²Lewis Morris (1726-1798) of New York. ³Of Danvers.

^{&#}x27;Cornelius Harnett, delegate from North Carolina.

the dinner was grand & elegant & in the French tests.

Sablath day, in the afternoon Mr Colwell

Poster direct with us. He came from Glocester in Mass.

D. Westharspegen, Gen. Raud & Colo. Harnett-

The suditor Gen' & comulationer of Livens diff.

also a letter from Colo. Hutchinson. Colo. Eartherest M.

20. After I had dined, I walked out with Mr Gerry & drank tea at Doctr Shipin's.

Oct. 1. Dr Shippen, Judge Draton, 1 Colo. Harrice &

Mr Smith dined with us.

- 3. Toward night I walked out with Mr Adams, Mr Gerry, General Robodeau & Mr Brumfield to the aloes tree.
- 4. Sabbath day. Heard two good sermons. Mr Brumfield Dined with us. Monsieur Gerard p^d us an evening visit.
- 5. Congress were informed that y enemy were endeavoring to distroy y vessels & stores at little egg harbour in the State of y Jerseys.

7. I rode out with Mr Adams above 3 miles.

- 11. Sabbath day. The Rev^d M^r Sprout preached.
- 12. I met the Medical Committee. Eastern post not come in.
- 13. The city of Philadelphia met this day to choose their Representatives.

14. Mr Lovell is ill.

15. A Manifesto or Proclamation from the Com^{rs} of the British King appeared in the pap^r of this day offering a General Pardon, but I believe there is but few people here want their pardon.

16. The articles respecting the surrender of the Island of Dominic to his most christian Majesty came to hand

this day.

- 17. I dined with Dr Shippen. Gen¹s Lee & Lincoln² dined at the Doctor's. I wrote to Mrs Holten by Ca pt Andrew of Salem.
- 18. Sabbath day. Gen. Lincoln & his aid dined with us. The French minister & Gen. Lee paid us an evening visit.
- 19. Congress received accounts from Lord Sterling that the enemy were preparing for a grand movement from New York, but where is uncertain.

20. Gen¹ Lincoln & his aid dined with us.

21. The Marquis Fayette, Mr Mathews, Dr Wither-

¹William Henry Drayton, leading delegate from South Carolina. ²General Benjamin Lincoln of Massachusetts.

³John Matthews, delegate from South Carolina, and later Governor of that State.

20. After I had dieed, I calked out with Mr Gerry & drank tea at Door Shipin's.

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21. The Marquis Payette, M. Mathews, D. Wither

William Heary Diarton, ideding delegate from South Carollen. General Hearsmin Librolla of Markachusetts.

*Lobs Maribews, delegate from South Carolles, and but Go

ernor of that State.

spoon, Dr Browne & one other Gentleman Dined with us.

22. Gen¹ Lincoln dined with us and we rode out with the General.

- 23. Gen¹ Lincoln spent the evening & supped with us.
- 24. Gen¹ Lincoln sit out from this city to take the command of the southern army. I met a Com⁺ at 5 o'Clock.

25. Sabbath day. Mr Sprout & Dr Rogers preached

good sermons.

26. Colo. Lewis, Mr Hudson, Mr Smith & Monsr France dined with us. By the Boston papers I perceive I am again elected to a seat in Congress.

27. I wrote to the Hon. Mr Austin & Mrs Holten. I spent part of the evening at Mrs Dunkins with Mr Gerry.

28. Congress spent some time this day considering the State of our money & finances, which I find is very difficult to put upon a Just & respectable footing.

29. Colo. Norton from Martin's Vineyard (Massa Bay)

dined with us.

- 30. This day Congress published a manifesto & ordered it to be sent to our enemies.
 - 31. Congress received a packet of letters from France. Nov. 1. Sabbath day. Rev^d M^r Sprout preached.
- 2. Received a letter from M^{rs} Holten, one from Deaⁿ Putnam and one from my daughter Polly.

3. I wrote to Mr Hancock. Mr Mathews, Mr Mer-

chant, Mr Peters¹ & Maj^r White dined with ns.
4. I dined with Mr Peters and my worthy colleagues

& the members of South Carolina.

- 5. Gen¹ Whipple came to board with us & M^r M^c -Kean² dined with us.
- 6. The delegates from the Mass^a Bay dined with the president.
- 7. I received a number of Resolutions from our Court, one appointing me a delegate from our state & some instructions.

¹Richard Peters (1744-1828) of Philadelphia, member of the War

Board, and a noted wit.

²Col. Thomas McKean (1734-1817), delegate from Pennsylvania, one of the "Signers." He was the only man who served through all the sessions of the Continental Congress, and was later Governor of Pennsylvania.

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S General

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6. The delegates from the Mane Bay dined with the

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'Richard Perers (1744-1828) of Philadelphia, member, at the War

one of the "Signam." He was the only man who served through all the spiritual of the Optimental Congress, and was inter Greeners of the Continental Congress, and was inter Greeners of Pennsylvania.

8. Sabbath day. Dr Duffield preached.

10. I wrote to Dea. Putnam and my daughter Polly. Mr Lee, Mr Smith & Judge Drayton dined with us.

11. Mr Governur Morrisi & Mr Sherman dined with

us.

12. I dined with Dr Potts, Mr Gerry, Mr Lovell &

Gen1 Whipple.3

13. I rode out in the morning with M^r Adams and M^r Ellsworth.⁴ Met a Com^t at 5 o'Clock on a number of merchants' petitions.

15. Sabbath day. At Doctr Duffield's.

16. Congress Resolved themselves into a Com^t of the whole house to consider the state of our money & finances.

17. Wrote to my daughter Sally.

21. The Hon. Mr Ellsworth dined with us.
22. Sabbath day. Dr Duffield preached.

23. Congress sit in the evening untill after 10 o'Clock. I received a letter from Miss^t Holten per y^e post.

24. I sent to the Council of Massachusetts the treaty

of alliance with France.

- 26. Mr President & his son, The vice Prest of this State, Baron Steuben, Genl Reed, Colo. Frost, Colo. Lee, Dr Seuder, Mr Hudson & Colo. Allen dined with us.
- 28. I wrote a letter to the Council of Massa Bay signifying my acceptance to a seat in Congress for the year 1779, in answer to their request.

29. Sabbath day. Heard two good sermons.

Dec. 1. I wrote to M^r Wyat & M^{rs} Wyat by the post. John Temple, Esq., arrived here from Boston.

2. Congress sit in ye evening. M' Temple from Bos-

ton dined with us.

¹Gouvenour Morris (1752-1816), famous member of the bar, from New York.

²Roger Sherman (1721-1793), Judge of the Supreme Court of Connecticut, one of the "Signers" and United States Senator.

³Gen. William Whipple (1730-1785), delegate from New Hampthire.

*Oliver Ellsworth (1745-1807), delegate from Connecticut, and afterwards Chief Justice of the United States Supreme Court.

George Frost (1720-1796), merchant, a nephew of Sir William Pepperell, and a delegate from New Hampshire.

Nathaniel Scudder, delegate from New Jersey.

S. Sabbath day, D' Duffield preached...

10. I wrote to Dea. Futnam and any daughter Polly.

11. Mr Governur Morris & Mr Sherman dined with ?

12. I dined with D' Potes, M' Gerry, M' Lovell &

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sbire.

*Oliver Etheworth (NTAL-1807), delenate from Commercious, and afterwards Court Insuine of the Halbert States Suprema Court.

beielf and a delatar tion New Hardenite

3. Congress sit in ye evening & confirmed the sentence of ye Court Martial upon Gen¹ Schuyler¹ and ac-

quitted him of the charges brought against him.

4. Congress sit in ye evening & took into consideration G. Lee's affair. Mr Hubbard of Connecticut & Capt. Brown of Boston dined with us. Dr Shippen & his lady, son & Daughr supped with us.

5. I received a packet of papers from Mr Shriph Hutchinson of Boston, respecting the Briggt Prudence.

Capt. Johnson dined with us.

6. Sabbath day. Rev. Mr Sprout preached.

7. Congress sat till 10 in ye evening.

8. Wrote to my daughter Kittell by y° post.

- 9. The Hon. M^r Laurens, the President of Congress, resigned the chair as president. M^r Ellery² dined with us.
- 10. I dined with my colleagues & Gen¹ Whipple at M¹ Hopkinson's. The Hon. M¹ Jay³ was chose president of Congress.

11. Mr Ellsworth dined with us.

12. Colo. Hendley dined here.

13. Sabbath day. Dr Duffield preached.

14. There was a grand ball at the city Tavern this evening, given by a number of French Gentlemen of distinction. I had a card sent me but declined attending. I think it is not a proper time to attend balls when our country is in such great distress.

15. The post not come in.

- 16. I was taken in Congress in the evening very ill & for about 10 hours was in the utmost distress, my life much dispaired of.
- 18. I think I am some better in health than I was yesterday, tho' very weak. Gen. Roberdeau has visited me this evening.

¹P hilip Schuyler (1731-1804), who directed operations against Burgoyne, and on account of the evacuation of Ticonderoga, unreasonably fell under some suspicion.

²William Ellery (1727-1820), delegate from Rhode Island, a "Sign-

er," afterward Chief Justice of the State.

3John Jay.

3- -

8. Congress sit in 7° evening of confirmed the sentenne of 7° Court Marriel upon Gen' Schuyler' and acemitted him of the charges brought sugines him.

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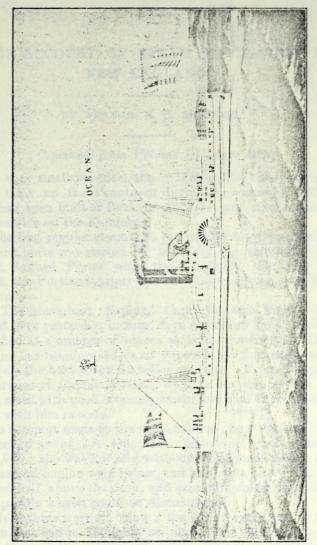
18. I think I am some butter in health that I may you terday, the very weak. Gen. Reberdeau has visited as

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William Ellery (1737-1830), delegate from Blacks Island, a "Signer," afterward Objet Jastice of the States

John Jes

Philip Schoyler (1781-1864), who disease operations against himgorns, and on socoust of the exactation of Ticonderpps, university, while felt under some secretarion.



STEAMBOAT "OCEAN," built in 1848

SOME ACCOUNT OF STEAM NAVIGATION NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LV, page 128.)

A very small steamer, the "Waterville," also made a few trips up the Penobscot during the season of 1825; she had been built at Bath in 1823-24, and was intended for service on the Kennebec.

The first regular steamboat line connecting Boston with eastern ports was started in 1823 by the indefatigable Capt. Seward Porter with the "Patent." On July 8, 1823, the Portland Argus has the following notice of her arrival :-

"The steamboat 'Patent,' Capt. Seward Porter, arrived here vesterday, in four days from New York, having touched at a number of places to land passengers. Her engine has been proved, is of superior workmanship, and propels the boat about 10 mailes an hour. From the perseverance of Captain Porter, we have no doubt but he will meet with good encouragement and find it profitable. We wish him success."

In a report made to the stockholders the "Patent" is described as of 200 tons, 100 feet long, and costing \$20,000; she was low and without a hurricane deck; her boiler and engine were below, and she had a heavy balance wheel half above the deck, and an arrangement by which the paddle wheels could be disconnected.

Her cabins were all below; the ladies' cabin was at the stern, but had no skylights on deck; the entrance to it was through the gentlemen's cabin. The stern was broad, like all vessels of that period; the quarter-deck was clear,

with seats all around.

Daniel Dod of New York, one of the early marine

SOME ACCOUNT OF STEAM NAVIGATION IN

BY BEAUTIFE O. BELLINER.

(Continued from Februse L.F., page 123.)

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Daniel Ded of New York, one of the early marine

engine builders, constructed and fitted her machinery. He had built a copper boiler for this vessel, to be worked under what was then considered high pressure steam, but on a trial of the machinery on May 9, 1823, owing to the imperfect design of the boiler, the front head was blown out,—an all too frequent occurrence in the early history of steam navigation. Five persons were killed and two injured, and among the former was Mr. Dod himself. It is interesting to note that a few years before, in 1819, he had built the boiler for the "Savannah," the first steamer to cross the Atlantic ocean.

The Boston Courier of August 12, 1823, notices the arrival of the "Patent" on the 8th from Portland in 17 1-2 hours (distance 110 miles) against a head wind and with seventeen passengers. Like most of the early steamboats, the "Patent" did not run continuously on the Portland route, for the Boston Columbian Centinel in the summer of 1825 advertises her as plying between Boston and Nahant, as before noted. One author says the "Patent" was built at Medford, Mass., in 1821, but this is undoubtedly a mistake, for there is every reason to believe she was built in or near New York City in 1823.

In 1823 the Kennebec Steam Navigation Co. was formed and went actively to work. It bought the "Patent" and ran her between Boston and Bath; while the "Maine" ran between the latter place and Eastport, and sometimes to St. John (although it seems incredible that such a crudely designed craft could be much good for "outside" service), touching at the intervening ports of Boothbay, Owl's Head, Camden (Rockland then formed part of Thomaston), Belfast, Sedgwick, Cranberry Isles and Lubec. Thus as early as the spring of 1824 there was a more or less regular line of steamboats connecting the principal ports of Maine and New Brunswick with Boston.

Early in 1826 the Kennebec (or Kennebeck as it used to be spelled) Steam Navigation Co. sold a considerable amount of stock to various Boston business men, and found itself able to purchase the steamboat "Legislator." According to the New York Custom House records, she was built of white oak, locust and cedar, by Noah Brown,

"Patent" was built at Medierd, Mars., in 1821, but this

the principal ports of Maine and New Bronswich with

at New York, in 1824, schooner rigged, measured 170 tons, 111 feet long, 22 feet beam, 7 feet depth of hold; the engine was of the "cross-head" type, and was quoted as 60 horse power (nominal). The "Legislator" had been originally intended for the New York and New Brunswick, N. J., line, but owing to the explosion of her boiler she achieved a bad reputation, and her former owners were, no doubt, glad to get rid of her.

She had two cabins for gentlemen and one for ladies, all "fitted up in elegant style, and finished in mahogany and cut maple;" a low hurricane deck extended from the engine aft, and there was the usual bar for the sale of all kinds of liquors, which was a great source of profit to

the steamboats of those days.

On the arrival of the "Legislator" at Boston, to enter upon her route, the city authorities were treated to an excursion down the harbor in her. At the dinner given to the guests during the trip, Mr. Owen, President of the Company, offered the toast, "the 'Legislator,' may she receive the patronage of the legislators, local, state, and national; may they so manage their steam as not to burst the boiler." The toast of the President received point when, a few years later, Capt. Porter petitioned the Legislature for a lottery charter in aid of his line, and for the gift of a section of South Boston flats for a wharf to accommodate his boats.

In 1828 the Kennebec Steam Navigation Co. went out of business after an existence of only five years; its property was sold at auction in October of that year; the "Legislator" was taken to New York, and for many years plied on the Hudson river to Hudson.

The "Patent" was purchased by Captain Porter and run by him between Boston and Portland until about 1830. She was afterwards running on the Penobscot as late as 1835, and it is said ended her days upon the south-

ern coast.

Fares at this time were, from Boston to Portland, with meals, \$5; to Bath, \$6; Augusta, \$7; Eastport, \$11. The fare between Boston and Portland by stage at the same date was \$10; and as late as 1840 this was the quickest way to reach either place. A traveller could

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She had two cattins for gentlemen and one for ladies, all "fitted up in elegant style, and finished in manbogeny and out maple;" a low nurricane deck extended from the cugine att, and there was the usual bar for the sale at all kinds of liquous, which was a great source of profit to

the steamboard of those days.

On the arrival of the "Legislator" at Boston, to entury upon her route, the city authorities, were treated to an excursion down the harbor in her. At the 'dinner given to the guests during the trip, Mr. Owen, President of the Company, offered the treat, "the 'Legislator, ray she receive the patronner of the logislators, local, state, and minimal; may they so manage their steam as not to burst the boiler." The toest of the President received power when, a few years later, Capt. Porter positioned the Legislature for a lottery wherear in aid of his line, and for the gift of a section of South Boston flats for a what to an entire his best bast of the local and the heater the bast of the local and the best of the local and the lo

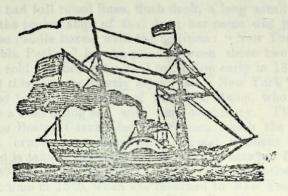
In 1828 the Kennebec Steam Navigation Co. went our of business after an existence of only five years; its property was sold at suction in October of that year; the Legislator was taken to New York, and Jur many

years plied on the Hadson river to Hadson.

The "Patent" was purchased by Captain Forlar and run by him between Boston and Portland up il about 1830. She was afterwards running on the Penobecot as late as 1835, and it is said ended her days upon the south

deno ora

Fares at this time were, from Boaton to Portland, with meals, 25; to Buth, 26; Augusti, 27; Eastport, 211. The fare between Boaton and Portland by stage at the same date was 210; and as late as 1340 this was the quickest way to reind either place. A reveller could take the mail stage which left Portland at two o'clock in the morning, and if the roads were in good order, he would reach Boston by ten o'clock at night, with aching head and bones. Small wonder that those who were in no great hurry preferred the water route.



HE steam packet NEW-YORK will leave Boston every 10th, 20th, and 30th, for Portland, Belfast, and Eastport; and returning, leave Eastport every 5th, 15th, and 25th.

Or l'assengers can always be landed at any intermediate point on the coast, or rivers, by previous agreement.

for passage or freight apply to JOHN

BENSON, No. 39, Central Wharf.
May 24. eptf

Early in 1824 a curious little craft called the "steam brig 'New York'" was running between Boston and Maine ports. It has been said that she was at first a sailing vessel and that an engine and paddle wheels were afterwards supplied her, but this is exceedingly doubtful, for she measured 281 tons, which would have been rather large for a brig-rigged sailing vessel. At any rate, she was built at Norfolk, Va., by W. A. Hunter, and launched May 22, 1822. Her owners were, the builder, Richard Churchill, captain, George Rowland, Thomas B. Rowland, and others.

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Early in 1824 a purious little craft celled the "steam brig New York" was running between Boston and Maine ports. It has been said that she was no first a said ing vessel and that an engine and paddle wheels were afterwards supplied her, but this is exceedingly doubtled for she measured 231 tons, which would have been cather large for a brig-rigged sailing vessel. At any rate, she was built at Norfolk, Va., by W. A. Hunter, and launched May 22, 1822. Her owners were, the builder, Bichard Churchill, esptain, George Rowland, Thomas B. Bowland, and others.

The "New York" was fitted with a "working" beam engine of 50 horse-power (nominal), built by Daniel Dod, before mentioned, of Elizabethtown, N. J.; this was one of the very early engines of this type, and it is said the beam itself was made of wood. This curious little craft had full round lines, flush deck, a long scroll head, like the packet ships of that day; her name was painted on the paddle boxes, with the addition: "New York and Norfolk Packet," for she plied between those two ports until sold and brought round to Boston early in 1824.

At this time, or shortly after, the "New York" was owned by a Mr. Bartlett of Eastport, Maine, who spent quite a sum fitting her with new machinery. The files of the Boston Courier for 1824 (from which the somewhat crude but undoubtedly correct woodcut of the vessel is taken) advertise her as running between Boston and various ports in Maine. With the exception of a short time in 1825, when she returned to New York, the "New York" continued on "down East" routes until her loss by fire at sea August 20, 1826. The causes thereof afford such a striking commentary on the crude way in which our early steam vessels were navigated that an account of the occurrence, written by a passenger and taken from the files of the Essex Register of Salem for August 31, 1826, is well worth reproducing:—

"Nothing material occurred until she ran on shore going up the Kennebec. She was got off on the next tide, and proceeded to Bath. . . . She then sailed for Belfast; in the evening, near Owl's Head, she met the steamer "Patent" from Belfast to Portland; both vessels came in contact, and the "Patent" receiving injury was taken in tow by the "New York" and returned to Belfast. The "New York" then proceeded to Eastport, having about 32 souls on board. On the same evening, between nine and ten o'clock, about 8 miles to the eastward of Petit Menan Light, a glimmering light was discovered around the funnel. Only two men were on deck; one at the helm and one at the bow. No engineer or fireman was at his post, and but one bucket could be found on deck. Before assistance could be had, the fire had got the

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upper hand, and the engineer could not stop the machinery. No fire engine, hose, or buckets could be found to throw a drop of water. The passengers escaped in the boats, and landed about midnight at the lighthouse, and from thence to the mainland."

This was long before the first, absurdly crude, steamboat inspection law was passed by Congress, July 7, 1838. Many of the engineers on the early steamers were grossly ignorant and careless men; some of them hardly knew more than how to stop and start the machinery. There were no lynx-eyed inspectors about and no limit was placed on the amount of steam to be carried, nor were boilers tested, or the hulls of the boats examined for seaworthiness. The results were the frequent boiler explosions so often mentioned in the newspapers of eighty or more years ago; they happened less often on "down East" routes simply because there was less competition and racing than on the Hudson River or Long Island Sound.

But on the other hand, it is well known that many of the early steamers brought to northeastern New England from comparatively placid inland waters were notoriously wanting in strength and seaworthiness for open sea navigation, and the habit was persisted in until not so very many years ago. As regards the deck department, too, on our early steamboats, the only qualifications thought necessary for captains and pilots were those required by their "owners". That there were many able and daring steamboatmen in those days there is no doubt, but there were also some who did not come up to the mark, and the effects of intemperance on deck and engine officers were more marked than in our time.

In April, 1829, Captain Seward Porter, together with his brother Samuel, bought in New York the steamer "Connecticut" to run between Boston, Portland and Bath. During a portion of the season of 1834 she ran from Boston to Bangor, commanded by Capt. Seward Porter. Again, during portions of 1837 and 1838 she took the place of the "Bangor", first of the name, while that boat underwent repairs.

It has been stated that Capt. Menemon Sanford, a lead-

But on the other band, it is well known that many of the early steamers brought to northeastern New England

from Hostin to Bangon, commanded by Capt. Seward

ing proprietor of Eastern steamboat lines for about forty years following, was interested in this boat, and that this was his first venture in steamboats. She was 150 feet long, 26 feet beam, 351 tons burden, and was built at New York in 1816 by Noah Brown. She ran between that city and New Haven, Conn., with the "Fulton," and they were the first steamers on Long Island Sound. The hull, painted white with green trimmings, was enormously strong, but the "Connecticut" had neither upper saloon, state rooms, or hurricane deck.

Her machinery was of the "square" or "cross-head" type, of the design adopted by Robert Fulton; the wheels were turned through a cog-wheel with teeth five inches long, they also had couplings by means of which they could be thrown out of connection with the engine, but when in motion the noise was terrific. The fuel used was pine wood burned under a large copper boiler, kept

polished to the last degree of brightness.

To help the machinery, the "Connecticut" was equipped with two masts, fore-and-aft sails, and a large square sail bent to a yard; these were always used when the wind was favorable, and all the coastwise steamers used sails until comparatively recent years. When on the coast of Maine she was commanded by Captain William Porter, a brother of the owners. Later he was United States consult of the Barbary States. Such was one of the earliest sea-going steamers in the United States.

In 1832, Amos H. Cross, of Portland, placed on this route the "Victory", which was chartered in New York. She had more speed than the "Connecticut", but had seen her best days, and was therefore worsted in the contest. Mr. Cross in April, 1833, brought out the "Chancellor Livingston", the last vessel designed by Robert Fulton and considered his masterpiece. She was built in New York in 1816, after Fulton's death, by the celebrated ship-builder Henry Eckford, and was 496 tons gross, 157 feet long, 33 1-2 feet beam, 10 feet depth of hold, and 7 1-3 feet draft. So much timber was put into the hull of the vessel that eventually she could not cross

Records of the N. Y. Custom House.

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Records of the M. T. Ongton House,

the bar of the Hudson River below Albany when she was in the river service from 1817 to 1826.

The "Chancellor Livingston" was entirely remodelled in 1827 and re-engined and from then on plied on Long Island Sound until she was brought to Boston. She then had her third "cross-head" engine, which had a 56-inch cylinder, 6 feet stroke. Her speed had originally been 8 1-2 miles an hour, but it was greater after rebuilding. Three smoke stacks placed "thwartship" (when first built she only had two), three masts, a bowsprit and jibboom, with fore-and-aft sails and a huge square sail on the foremast made the "Cháncellor Livingston" look like a formidable vessel for the coasting trade.

Her cabins, freight accommodations, etc., were on a larger scale than on any steamer previously on the coast of Maine. Capt. Lemuel Weeks, a much respected shipmaster of Portland, was her commander. It was always supposed that Cornelius Vanderbilt had some ownership in her, but doubtless the shrewd old "Commodore" soon turned his share into cash. As for Mr. Cross, he kept the

boat until she ruined him.

She passed in 1834 into the hands of the Porters, who ran her on the same route with the "Connecticut," which had begun to extend her trips eastward, having visited Bangor several times in the previous year. The Porters the same year (1834) formed the Cumberland Steam Navigation Co., which in the autumn began to build in Portland a steamboat that received the name of that city. Her engine came from the "Chancellor Livingston", which was now dismantled and turned into a dwelling house on shore.

A few words concerning the management and internal arrangements of our early steam vessels may not be out of place here. The very earliest steamers had been mostly unattractive appearing craft, but by 1830 a great change had come over steamboating on our coasts, which lent a new and alluring aspect to navigation. At this time most of the boats were bright with white and green paint, the latter of the most vivid hue, decorated with various stripes of brown, yellow, and sometimes gold. The paddle

the bar of the Hudaca River below Albony when she was

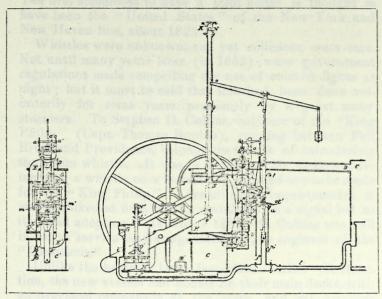
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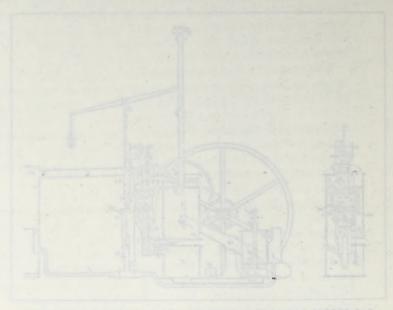
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THE SECOND ENGINE OF THE STEAMBOAT "CHANCELLOR LIVINGSTON"
Fitted in 1828

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THE SECOND ENGINE OF THE STERVESON CHANCELLOW UNKNESSED THE

wheels were painted red, and at the bow was quite often a figure head, which sparkled in a variety of colors. As yet there were no pilot houses, or if there were anything of this character it was merely a skeleton covering or framework of the lightest possible construction. Generally the steering wheel was located amidships, behind the smoke stack, where it must have been nearly impossible for the helmsman to see what was going on ahead. The first steamboat to have a pilot house is thought to have been the "United States" of the New York and New Haven line, about 1825.

Whistles were unknown, and yet collisions were rare. Not until many years later (in 1852) were government regulations made compelling the use of colored lights at night; but it must be said that this had been done voluntarily for some years previously by a great many steamers. To Stephen D. Collins, engineer of the "King Philip" (Capt. Thomas Borden), running between Fall River and Providence, belongs the credit of introducing the steam whistle. It was in 1837, and Mr. Collins having seen a whistle on a locomotive, ordered one to be made for the "King Philip." Like all other improvements, it was not liked at first, but its usefulness as a signal led to its rapid adoption. As late as 1882, Mr. Collins was still in active service on Narragansett Bay, as engineer of the "Canonicus."

Unlike the boats of but a few years' earlier construction, the new vessels had houses on their main decks, with an overhead promenade at the stern, and gay awnings were stretched over this, as well as over the bow. Neat railings surrounded all decks, and the possibilities of enjoyment and comfort on the boats of the present day, in pleasant weather, cannot be said to be greatly advanced over the comforts possessed by the early steamboats. Owing to many disasters, there was constant uneasiness manifested over danger from boiler explosions, a feeling that we, in late times, do not experience when we travel on steamboats.

The main cabins were always situated in the hold, and here also were the berths—or "births," as spelled before

the steam whistle. It was in 1827, and Mr. Colkus bavfor the " King Philip." Like all other improvements, it

1830—for night passengers. There were always two cabins, one for ladies and one for gentlemen. The former was much better, naturally, and occupied the after part of the boat, while the gentlemen's cabin was in the forward hold. On the larger steamers long halls on either side of the machinery space commected the two, but on the smaller boats, on account of cramped quarters, ingress and egress was had from the main deck. Often, however, and especially at about this time, the cabin which was built on the main deck aft became the ladies' saloon, and that aft in the hull the men's cabin, while the forward compartment was used by the second class or immigrant passengers.

A feature of nearly every trip by steamboat in early days was the setting of tables for meals. It took so long for the boats to go from point to point that meal hours were sure to come during the passage. The tables were generally spread in the after hold, or ladies' cabin, and passengers were supposed to partake of the feast as it was included in the price of passage. Just about this time, when competition was keen and the prices of passage cut to a low figure, the method of charging for meals was adopted by several lines, and this rapidly became the almost universal custom on coastwise boats, and has so remained to the present day except on the long southern routes. Not much can be said for the food provided on the early "down East steamers"; it consisted generally of fried fish, or ham and eggs. But what was lost in eating was made up in drinking. To-day the steamers have bars, but liquor is dispensed with discretion, and the table is equal to that of the ordinary hotel.

Just which steamer was first equipped with staterooms cannot now be exactly ascertained; probably it was the side-wheeler "John Marshall," bought by the Portland Steam Packet Co. in 1847. When their steamer "Forest City" came out as a new boat in 1854, she was fitted with 28 staterooms, for the use of which one dollar each was charged. J. F. Liscomb, for so many years agent and general manager of the Portland and International lines, told the writer many years ago that when staterooms

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were first introduced it was next to impossible to sell them, for most people not only considered it the height of extravagance to hire one, but preferred the free berths as more "sociable," where friends could be met and gossip

and politics talked over.

To-day each steamer is fitted with 200 or more staterooms, and during the summer these have to be engaged many days ahead. It is doubtful if the old-time steamers were, as a rule, kept as clean as the modern ones, for a New York newspaper in 1839 referred to the "Lexington," the then crack Sound steamer, as commonly called the "buggy," owing to the legions of bedbugs that infested her.

The freight capacity of the older steamers was also much reduced by the extreme bulk of the quantities of cordwood used for fuel. Much of this was piled on the upper decks, and this shows plainly in many of the old pictures. Coal (anthracite) as fuel was first tried on steamers in 1828, and the use of it progressed but slowly, due to the furnaces and boilers not being fitted to burn coal, and in many cases owners were unwilling to go to expense of changing them over. Wood was cheap, and old-fashioned prejudice also helped to keep back the use of coal.

The "Portland I," built in 1834, was the first coast of Maine steamer to burn coal. This was tried with but indifferent success at first, but worked better after she was fitted with a fan blower, which obtained its power from a belt on a drum on the main shaft. Capt. J. B. Coyle, the veteran steamboat engineer, owner and manager in Portland, was for some time the engineer of this steamer, and it is said first tried the use of coal on her.

The "Portland I" was of 400 tons burden, 163 feet long, 27 feet beam, and 10 1-2 feet depth of hold, having at first one mast, afterwards two; she was a very solid boat, setting deep in the water, and consequently slow. Her first trip to Boston was in August, 1835, and for several years she served as the connecting boat on the Bangor line, but rarely made trips east of the Kennebec. In 1842 the "Portland" was sold to James Cunningham

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of New York, who ran her between Boston and Portland in connection with the "Bangor I", in whose line he had become a partner; she was in active service as late as 1850.

All steamboats plying between Boston and eastern ports were during the season of 1836 run under the name of the "Eastern Steamship Mail Line." "Commodore" Vanderbilt appears to have taken an interest in the water transportation facilities in this section of the country, for in 1837 be placed the "Augusta" on the Boston and Portland route; followed a little while later, to meet the competition of the regular line, by the "C. Vanderbilt" (not to be confused with a later steamboat of the same name, owned by him), his crack boat from New York. Both these steamers were of course side-wheelers; the "Vanderbilt" was 175 feet long, 24 feet wide, with a beam engine 41 inches by 10 feet stroke. All the steamboats along the coast at this date were open on the forward main deck, and the height between the decks was no greater than was thought absolutely necessary.

The "Commodore" soon tired of this field of operations, for his boats ran but a short time and then retired in favor of those owned by the Sanfords, James Cunningham, etc. An old boat named the "McDonough," that had formerly run between New York and Hartford, was brought to Portland in 1833 and run in opposition to the "Porter" line, but they soon bought her themselves. She was 146 feet long and had a "square" engine. Captain Sidney K. Howard commanded her and J. B. Coyle was the engineer. For a short time the "MacDonough" ran to the Kennebec, with an occasional trip to Bangor, but she was soon after sold to go to Cuba, and

wrecked on the way there.

In November, 1842, the Eastern Railroad was opened to Portland, greatly diminishing the passenger business of the Portland boats, and as the railroad also controlled the steamers "Huntress" and "M. Y. Beach," that ran from Portland east, a war of rates was soon precipitated. The steamboat owners formed a consolidation of interests which resulted in the incorporation, in 1844, of the Port-

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land Steam Packet Co. (capital \$100,000), so long and favorably known to the New England travelling public

and shippers.

They built two small wooden propellers, the first ever seen in New England, and many people not used to marine affairs wondered what made them go. The first of these, the "Commodore Preble," made her initial trip in May, 1844. She measured 286 tons, 150 feet long, 24 feet deep, and the machinery consisted of what was then called "a pair of 50 horse power high pressure engines," having two cylinders each 17 inches in diameter, 24 inches stroke, driving a two-bladed propeller 7 feet in diameter. Probably the "high pressure" consisted of about thirty pounds of steam. Both the "Commodore Preble" her slightly larger sister ship, the "General Warren," resembled the modern steam-lighter in appearance; being intended primarily for freight, their passenger accommodations were very limited. Each steamer made three round trips weekly, and they were advertised as the "Propeller Line, passage \$1.00." Joseph Brooks was the Boston agent, and he was succeeded by William Weeks, who filled the position for a great many years.

At first the company had an uphill time, they had the opposition of the railroad and of the sailing packets, but by skillful management and great perseverance, by their regularity and promptness, and moderate rates of transportation, they made rapid progress in business and public favor. This induced them to give increased facilities of communication by adding side-wheel and larger steamers to their line. The first of these was the "John Marshall," a former Chesapeake Bay boat, bought in 1847, and she ran a few years in conjunction with the propellers. Some idea of the amount of business done by the company may be learned from their annual report for 1848, which stated that in that year they had carried 25,000 passengers and that the freight receipts amounted

to \$40,596.

When the great boom and rush to California took place in 1849, due to the discovery of gold, there arose a large demand for coastwise steamers on the Pacific coast. Many land Steam Packet Co. (expired \$100,0009, as long and favorably known to the New England mavelling public

end shippers

They built two small mooden propellers, the level entres of the New England, and nowny people not used to marine affairs wendered what made them go. The first of these, the "Commodore Preble," saids her idital trip in Alsy, and the measured Tell food, and the measured Tell food deep, and the meabinery consisted of what was then wited two cylinders each IT inches in dismester, Tell for driving at we-bladed propeller I feet in dismester. Probe they ably that "high pressors" consisted of about thirty her slightly higher easter ship, the "Commodors Teable" and ably the "high pressors" consisted of about thirty propods of steam. Both the "Commodors Teable" and action seembled the modern steam lighter in appearance roday intended primarity for freight, their passenger accommodes from overy limited. They weekly, and they were advertised as the free round trips weekly, and they were advertised as the first position for a great many years. Boston agent, and be was succeeded by William Weeks, who filled the position for a great many years:

At first the company had an upbill time, they had the opposition of the railroid and of the sailing packets, but by skillful management and great perseverance, by their regularity and promptness, and moderate rates of transportation, they made rapid progress in business and rubble favor. This induced them to give increased facilities of favor. The first of them to give increased facilities of to their line. The first of these was the "John Markot their line. The first of these was the "John Markot being and short in 1847, a former Chesapeake Hay boat, bought in 1847, and shorts a few years in conjunction with the propel lers. Some idea of the amount of business done by the company may be learned from their unual report for 1848, which stated that in that year they had carried 25,000 passengers and that the freight receipts accounted

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When the great boom and rush to California took place to 1849, there are to the discovery of gold, there areas a large demand for constwise steamers on the Pacific coast. Many

steamers were sent out direct from New York via Cape Horn. Among them were several from the coast of Maine: both the "General Warren" and "Commodore Preble". the side-wheeler "W. J. Pease" (from the Bangor line), "Senator" (from the St. John service), and even the stern-wheeler "Governor Dana", that had run on the upper Penobscot River to Oldtown. to say, she reached the other side in safety, as did the "Senator," the "Preble" and the "Warren"; the two latter were about nine months each on the vovage. The "W. J. Pease" was condemned at Montevideo on the way, several other lightly built steamers from the Hudson River and Long Island Sound had the same fate, or foundered at sea. Luckily there was but small loss of life, but it is a miracle how any of these vessels, not constructed for very heavy weather, ever lived to reach their destination. It is said there was no difficulty in securing their crews, but this was doubtless owing to the allurements of the California gold fields.

In 1850 the "St. Lawrence," and, two years later, the "Atlantic" were built for the Portland Steam Packet Co.; they were each 216 feet long, 28 feet beam, 10 feet depth of hold, with beam engines having 40-inch cylinders and 10 feet stroke; not large power for vessels of that size on an outside route. The "Forest City" followed in 1854, the "Lewiston" in 1856, and the "Montreal" in 1857; these boats were each about 235 feet long, with beam engines of 52 inches by 11 feet stroke. Probably no steamer ever had such long continuous use as the "Forest City," over forty years, and nearly the whole of it on the Boston—Portland line. She and her captain, John Liscomb, will always be memorable by the part they took in the capture of the Confederate naval raiders

in Portland harbor on June 27, 1863.

Amid the many larger and better known engagements and raids of the Civil war, this one, although daring enough, has almost passed into the limbo of forgotten things. On May 6, 1863, during the course of her cruise, the well known Confederate naval steamer "Florida," Capt. John Newland Maffitt, had captured the orig "Clar-

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ence." She was converted into a tender, and a small crew, commanded by Lieutenant Charles W. Read of Mississippi, was placed on board. Soon after, on June 12, the barque "Tacony" was taken by the "Clarence," and as the former was a much faster, abler vessel, Lieutenant Read retained her and burned the "Clarence." A raid on the fishing fleet on Georges Bank (June 24) followed and caused the destruction of six vessels. One alone was spared to enable the crews to reach the shore.

Learning that the Federal cruisers were after him, and fearing recognition, as the "Tacony" had become quite well known, Lieutenant Read captured the schooner "Archer" of Southport, Me., transferred everything to her, and burned the "Tacony." The "Archer" was then headed for Portland, for the purpose of cutting out the revenue cutter "Caleb Cushing," then lying there, and destroying the incompleted United States gunboats "Pontoone" and "Agawam" moored at Franklin wharf, and what other shipping might be found in the harbor.

While on the way two fishermen were captured by Lieutenant Read, whose intention was to use them as pilots, but they refused to serve and were put in confinement. The "Archer" arrived off Fish Point at about sunset and remained there until two o'clock in the morning, when a detachment of her crew approached the "Caleb Cushing" in a boat with muffled oars, boarded her, and disarmed and gagged the watch. Lieutenant Davenport, the officer in charge, was seized as soon as he came on deck, and the crew, about twenty in number, placed in irons. The cutter was then towed out of the harbor by an unfrequented channel to avoid the forts. At ten o'clock on the morning of June 27, Lieutenant Read and the "Cushing" were about fifteen miles from the city, when the wind died away and left them becalmed.

As soon as the news of this audacious raid reached Portland, the whole city was in arms, and energetic measures were taken by Mayor McClellan and Collector of Customs Jewett. The steamers "Forest City," Captain John Liscomb, and "Chesapeake" (of the New York and Portland line, a little later on to be herself

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captured by the Confederates) were hastily pressed into service and manned by volunteers and two companies of troops from Fort Preble. Two brass field pieces, protected by cotton bales, were placed on the "Forest City."

As there was little or no wind, the two steamers rapidly overtook the "Cushing." The latter mounted a heavy pivot gun, and Lieutenant Read intended to defend himself, but to his dismay found that there was plenty of powder but only one shell on board. This was hastily loaded into the gun, which was fired at the pursuers, the shot falling just short of the "Forest City." Read at once gave orders to free the prisoners, set the "Cushing" on fire, and put off in her boats. The "Forest City" and "Chesapeake" soon picked up friend and foe alike, and this ended the bloodless battle. The "Cushing" blew up and sank stern first in thirty-three fathoms of water. The captured Confederates were taken to Fort Warren, Boston harbor, and exchanged about a year later.

Lieutenant Read's short report to the Confederate secretary of the navy, S. R. Mallory, is well worth reproducing, more especially as it is believed it has never before been printed, except in the Official Records of the War of the Rebellion, published by the U.S. War Department.

Report of Lieutenant Read, C. S. Navy, in command of C. S. tenders "Clarence," "Tacony" and "Archer." Fort Warren, Boston Harbor, July 30, 1863.

Sir: On the 6th of May last I was detached from the C. S. Florida by Commander Maffitt and ordered to take command of the prize brig Clarence and to proceed on an expedition. I received from the Florida one howitzer and twenty men, including one engineer.

On the tenth of June, when off Cape Hatteras, I received such information as convinced me that it was impossible to carry out the instructions of Commander Maffitt. On the 12th of June I captured the Yankee bark Tacony, and as she was a much better vessel than the Clarence, I transferred everything to the former and burned the latter vessel.

Between the 12th and the 24th of June I burned and bonded nineteen sail. On the morning of the 25th of

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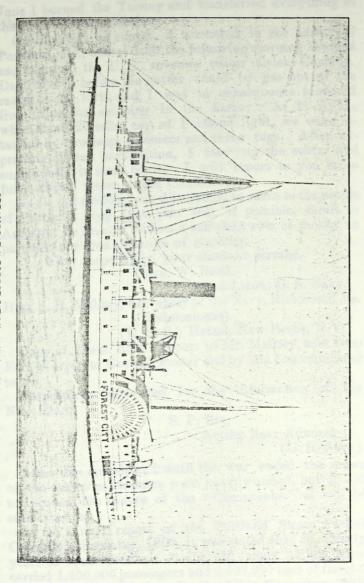
of C. S. top lars " Clarence," a Taccop " and " Archer,"

Bost on Warron, Boston Harbor, July 20, 1802

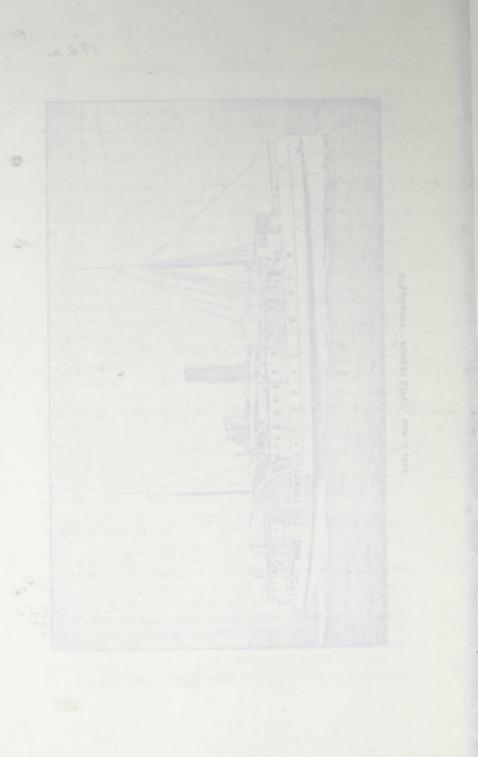
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STEAMBOAT " FOREST CITY," built in 1854



June I burned the Tacony and transferred everything to

the prize schooner Archer.

On the 26th, at sunset, I anchored in the harbor of Portland, Me., and at 1.30 the following morning boarded and captured the U.S. revenue cutter Caleb Cushing. Day dawned before the cutter could be got out of the range of the forts, and I was in consequence hindered from firing the shipping in the harbor. At 11 A.M., when about 20 miles east of Portland light, we were attacked by two large steamers and three tugs. After expending all our ammunition, I blew up the cutter and surrendered in small boats. I will report to you more fully when I return to the Confederacy.

As all our clothing was distributed as relics to the people of Portland, I beg that you will, if possible, remit to Assistant Paymaster Nizson a sufficient sum of money to

purchase my men a change of clothing.

Very respectfully, your obedient servant,

Chas. W. Read,

2nd Lieut., C. S. Navy.

Hon. S. R. Mallory, Secretary of the Navy, Richmond, Va. (Endorsement)

(U. S. S.) Hetzel, New Berne, N. C.

Copy of Lieut. Read's report to Mr. Mallory, sent from Fort Warren to General Foster and by him communicated to me.

Respectfully submitted for the information of the Navy Dept.

S. P. Lee,

Acting Rear Admiral

(U.S. Navy).

After this episode and until the war ended the crews of the coastwise steamers went heavily armed, but it did not prevent the seizure of the "Chesapeake," as will be seen later on.

In the annual report of the Portland Steam Packet Co., dated November, 1863, it was stated that in twenty years of operation their boats had made 11,200 trips, carried 1,400,000 passengers and 2,500,000 tons of freight, and until the loss of the "Portland" in November, 1898,

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Hop. S. R. Mallary, Secretary of the Navy, Richmond, Va.

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it was their proud boast, like that of the Cunard Co., that they had never lost the life of a passenger committed to their care. Such is the product of skill, care, and faithful and honorable management. It is hardly necessary to add that this line not only paid regular and large dividends, but more than refunded the capital invested.

About 1865 the Portland Steam Packet Co. bought the side-wheeler "John Brooks," built in 1859, which had formerly run from New York to Bridgeport. She was 900 tons gross, 250 feet long, 34 feet beam, 11 feet depth of hold; the machinery consisted of a vertical beam engine having a 56 inch cylinder, 12 feet stroke. Originally the "Brooks" had had two boilers on the guards, but when on the Portland line this arrangement had been changed to one boiler in the hold; she turned out a very fast, able boat, and remained in service until sold in 1890.

The "Lewiston" was sold to the Portland, Bar Harbor and Machias Steamboat Co., and the "Montreal" burnt at her wharf in Portland on August 9, 1873. They were replaced by larger steamers, all side-wheelers, the "Tremont" in 1883, the unfortunate "Portland" II in 1890, and the "Bay State" in 1895. The "Portland" was built of wood by the New England Shipbuilding Co., at Bath, Maine, measured 2283 tons gross, 1517 tons net, 291 feet long (over all), 42 feet beam, 15 1-2 feet depth of hold, 10 feet draft, fitted with a beam engine of 62 inches by 12 feet stroke, constructed by the Portland Engine Co.; she had a freight capacity of 400 tons and room for about 700 passengers, and was considered roomy and comfortable and for that type of steamer was a fairly good sea boat; the "Bay State," that came out in 1895, was of the same size and appearance and practically a sister boat.

As the loss of the "Portland," with every soul on board, in the ever memorable storm of November 26, 1898, was one of the worst maritime disasters that ever happened along the New England coast, some account of it will be found interesting. Saturday morning, November 26, broke "brite and fare," as the fishermen used to enter it in their logs. There was a light air from the west, but the weather chart, however, indicated two brewing storms, one over northern Ohio

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and one in the Gulf region. The first intimation of the approach of the hurricane was when the wind came out northeast and it began to snow in Boston about dark, but at seven o'clock, the sailing hour of the "Portland" for her 100 mile run down the coast, the weather was not exceptionally bad, nor had the weather experts discovered, as they did a couple of hours later, that the Lake and Gulf storms had united and begun one of the worst and most destructive storms in the history of New England.

Capt. Hollis Blanchard, the commander of the "Portland," had only held that position a very few days; the death of Capt. Charles Deering, for many years on the Portland line, at his home in East Boston on the Thursday preceding the disaster, had necessitated several changes of employees, and among others Captain Blanchard had been promoted, he previously having been first

pilot on the steamers.

Some years ago, former general manager J. F. Liscomb told the writer that on that fatal Saturday evening, as the weather looked worse and worse, he telephoned from Portland to Captain Blanchard to hold the "Portland" in Boston until he, Liscomb, should arrive there in a few hours by rail, to which place he was bound to attend Captain Deering's funeral. Capt. Alexander C. Dennison (now dead), master of the "Bay State," which was to leave Portland on the same night, also talked by telephone in the same sense with Blanchard, and stayed in port with his steamer.

After some hesitation and the delay of about an hour (which some people now think spelt destruction to the "Portland" and death to those on board), Captain Blanchard, probably thinking he could run down the coast ahead of the storm, as had been so often done before, finally gave orders to cast off the lines shortly after eight o'clock, and the ill-fated ship steamed down Boston harbor. Her crew numbered 68 persons and she had a passenger list of 108. It was then blowing fresh, but not strong, from the northeast. Rounding Deer Island light, the "Portland" headed for Cape Ann, some thirty miles away; at about ten o'clock she was passed some three miles this side of Thatcher's Island by the Gloucester

and one in the Gull region. The first intimation of the approach of the barriers was when the wind came out northeast and it began to snow in Beaton about dark, but at seven o'clock, the sailing boar of the "Portland" for ber 100 mile run down the const, the weather was not exceptionally bed, not bed the weather experts discovered, as they fild a couple of boars laver, that the Lake and Gulf scores had united and began one of the worst and most destructive storms in the history of New England.

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fishing schooner "Maud S.," inbound, and her skipper, Capt. William Thomas, says he is the last one who saw her.

In the meantime the storm was making up rapidly, but moving slowly; the centre of the disturbance was about 75 miles off Cape Cod, making the wind northeast along the coasts of Massachusetts, New Hampshire and Maine, and northwest in New York. As the "Portland" was making fourteen to fifteen knots, midnight must have seen her past the Isles of Shoals and well up to Boon Island. Captain Williams, keeper of the Boon Island light, said that the gale was heavy at midnight, but did not become intense until an hour or two later. Surely the "Portland" must have passed Boon Island.

How much further she went one can only conjecture, although the weather records at the city of Portland, forty miles beyond Boon Island, show that at midnight it was only blowing twenty miles an hour, twenty-six miles at two o'clock, and twenty eight miles at four o'clock, or at about the hour the "Portland" was due at her dock. The extreme wind velocity in Portland throughout the storm was only forty-four miles at seven o'clock on the morning of the 27th, or a moderate gale. Under these conditions it will be seen that the "Portland" had a chance of getting at least within sighting distance of that glow in the northeast which marks an approach to the city of Portland.

Somewhere off Kennebunkport, at about two or three o'clock on the morning of the 27th, the "Portland" probably ceased to make headway, although by that time the snowstorm had shut in so thick that very likely her own officers did not realize that she was being dragged to the southward. One can scarcely picture the next twelve hours on that fated vessel. Probably her coal supply was exhausted in the forenoon, and the freight and interior fittings were used to keep the paddle wheels turning, when the upper works, racked and torn by twelve hours of hammering, succumbed and went by the board.

We do know that shortly after seven o'clock in the evening of the 27th, or within a short while of twentyfour hours after the "Portland" left Boston, surfman

fishing schooner "Mand S." inbound, and her skinger, Copt. William Thoman, says he is the last one who as when when when when the the meantime the storm was making up rapidly, but moving slowly; the centre of the disturbance was about 75 miles off Cape Cod, rasking the wind northeast sloug the coasts of Massachusetts, New Hampshire and Maine and northewest in New York. As the "Portland" was making flurices to trace that the well up to Boon Island, har past the Island of Shorts and well up to Boon Island, that the gale was heavy at midnight, but did not become that the gale was heavy at midnight, but did not become interace until an hour or two later. Strely the "Portshind" must have passed floon Island.

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John J. Johnson of the Race Point station picked up a lifebelt marked "Portland" on the beach half a mile east of the station. Twenty minutes later he found a big creamery can, and from that time until nearly midnight every breaker carried dumb messages from the steamer until there were several tons of wreckage piled on the beach between Race Point and High Head stations. Several bodies also came ashore Sunday evening at North Truro.

Charles F. Ward, correspondent of the Boston Herald, at Chatham, Mass., was told of the circumstances at North Truro, for the storm had entirely destroyed the telephone system. The news came to Ward on Monday afternoon, and he immediately started for Boston, for the hurricane had demoralized the telegraph wires. Neither were railroads in much better condition, and after a hard and adventurous journey, part of it on horseback, Mr. Ward reached the Herald office early on Tuesday afternoon, bringing to Boston the first news of the terrible disaster. Had the wireless telegraph then been in common use, the loss of the "Portland" would not have

remained a mystery of the deep.

As it is, several theories have been put forward by competent seamen regarding this memorable disaster. One is that Captain Blanchard, finding it impossible to put back into Gloucester harbor, put about to run for the sheltering lee of Cape Cod's tip, which forms the harbor of Provincetown. From the fact that all the bodies recovered came ashore on the Cape Cod sands, and also because the keeper of the Race Point life-saving station near Provincetown heard in a lull of the storm, early Sunday morning, three blasts of a steamer's whistle, as if calling for aid, the theory that the "Portland" finally went down on or near Stellwagen bank, roughly half-way between Cape Ann and the end of Cape Cod, is as good as any other. Some believe that the steamer collided with the big coal schooner "King Philip," which was never heard of after the same storm; that they "locked horns" and went down. As some of the wreckage from both vessels was found together, this fact lent some

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color to the latter theory, but the generally accepted explanation of the disaster is that the steamer was simply

overwhelmed by the hurricane.

Who was to blame for the fearful sacrifice of human life and the large property loss entailed by this dreadful event? The courts went into every detail of the disaster in all its phases, for many suits were brought against the Portland Steam Packet Co. to recover damages for the loss of relatives. Judicially the question was answered when the court sustained the defence set up by the defendant company that the loss of the "Portland" was in consequence of an "act of God." That settled the mat-

ter legally, and all suits were withdrawn.

The sea has kept well the secrets of this dreadful shipwreck. In a summer house on Cape Cod are the "Portland's" big double hand steering-wheels, which came ashore near Provincetown a few days after the storm had subsided. At other places along the Cape shore are to be found furnishings from her cabins, etc.; and the writer has in his possession a small piece of the crest (copied from the crest and arms of the City of Portland) from the top of the steamer's paddle-box. Fishermen on Stellwagen bank have from time to time pulled up in their trawls such articles as bed-springs, milk cans, and a steam gauge known to have formed part of the "Portland's" equipment.

The officers of the steamer at the time of her last illfated trip were: Captain, Hollis H. Blanchard; First Pilot, Lewis H. Strout; Second Pilot, Lewis Nelson; Purser, F. A. Ingraham; Clerk, J. F. Hunt; First Mate, Edward Deering; Second Mate, John McKay; Watchmen, R. Blake, T. Sewell, and J. Whitten; Chief Engineer, Thomas Merrill; Second Engineer, John T. Walton; Third Engineer, C. Verrill; Steward, A. B. Mat-

thews; Second Steward, Eben Huston.

First Pilot Strout, First Mate Deering and Clerk J. F. Hunt obtained permission to stay ashore to attend Captain Deering's funeral, to which fact they owe the preservation of their lives. Captain Strout has commanded steamers of the Eastern Steamship Corporation

and the writer has in the possession a small piecesof they ciest (copied true the civer and arms of the City of

for many years, and Mr. Hunt has been for a long time

purser in the same employ.

During the fifteen or twenty hours that the hurricane raged in which the "Portland" was lost, 141 other vessels were wrecked and 469 persons, including those on the ill-fated steamer, sacrificed their lives. Another coast of Maine steamer, the "Pentagoet," a small propeller, Capt. Mark Ingraham, bound from New York for Rockland and Bangor, was never heard of after that awful night. The "Portland" disaster was a terrible blow to the friends of the paddle-wheel type of steamer for the New England coastwise traffic, and although they are still today in use to a certain extent, it is mostly in the summer season, and then the greatest care is exercised as regards weather conditions. In the run east from Boston to Portland, Rockland, St. John, N. B., etc., the wooden side-wheel steamers had to make the trip in the trough of the heavy seas, which at times pounded up under the guards in a manner that threatened to lift the deck-house from the hull. Stories were told by members of the crews of these steamers at the time of the loss of the "Portland" to the effect that in rough winter weather, after leaving Boston, cargo had to be shifted to the lee side of the vessels to bring the windward side of the steamer well up in the air to avoid the pounding, and frequently the trip to the nearest port was made with only one paddle wheel propelling the vessel.

The Portland Steam Packet Co. replaced the "Portland" by the steel hull propeller "Governor Dingley," built in 1899 by the Delaware River Iron Shipbuilding Co., at Chester, Pa. She is 3826 tons gross, 2856 tons net, 298 feet long, 60 1-2 feet beam, 17 1-2 feet depth of hold. The machinery consists of a triple expansion engine having cylinders 27 1-2, 44 1-2 and 70 inches in diameter, 36 inches stroke; the indicated horse-power is 2500 and speed about 15 knots. Although a fairly good sea boat, the shape of her hull causes the "Governor Dingley" to roll badly. Her best time between Boston and Portland, distance about 110 miles, is as follows: Feb. 7, 1900, Boston to Portland, 6 hours, 18 minutes; March 22, 1900, Boston to Portland, 6 hours,

for many years, and Mr. Haut has been for a long time

Daring the fifteen or treesty hours that the hurricans raged in which the "Pertland" was lest, 141 other was sale were wreeked and 469 persons, including those on this Mark Steamer, summined their lives. Another coast of Male Ingraham, bound from New York for Ropeller, Capt Mark Ingraham, bound from New York for Rockland and Bangor, was never heard of after their sole, swild night. The "Portland" discours was a terrible blow to the Reason, and their whole type of atsents for the New Pertland, and although they are still too as a constitute condition. In the ran all too the season, and their the strates it is mostly in the summer Rockland, Rockland, St. John, N. B., etc., the summer weather condition. In the rue said the tree hide wheel steamen had to make the trp in the trench Portland, Rockland, St. John, N. B., etc., the wooden grants in a manner that threatened to life the death house from the ball. Stories were told to make the trp in the trench grants in a manner that threatened to life the death house areas which at three pounded up ander the from the ball. Stories were told to the trench of the free are under the after leaving Boston, cargo had to be abilted to the loss side of the state trip to the rest the time of the law land of the strend to bring the windward did the law integrals of the rest the time of the person of the strend on the rest of the strend on the rest of the strend on the rest of th

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17 minutes; July 1, 1900, Portland to Boston, 5 hours, 55 minutes. On this last trip she faced a fresh head wind and used all her four boilers; average time, using

three boilers, 7 hours and thirty minutes.

As the Portland Steam Packet Co., in November, 1901, went into the Eastern Steamship Co. consolidation, effected by Charles W. Morse, the "Governor Dingley" proved to be the last steamer built by them. Of late years she has run, during the summer, on the Boston-St. John route with the propellers "Governor Cobb" and "Calvin Austin," and soon after the United States entered the war against Germany, in 1917, all three boats were taken by the government as training ships for merchant marine

apprentices.

The "Tremont" was sold to the Joy line in 1900, and in 1910 the Eastern Steamship Co. practically rebuilt the "Bay State." She was swept clean at the main deck and everything above that was new. Her beam was widened, new feathering paddle wheels replaced the old radial kind, and at the same time the paddle shaft was lowered. Twenty-eight new staterooms were also added, and after these alterations the "Bay State," with the side-wheeler "Ransom B. Fuller" (originally built for the Kennebec Steamboat Co.), kept up the summer service between Boston and Portland until the former steamer was wrecked. While bound east in a dense fog, she grounded off Cape Elizabeth, Maine, early on the morning of Sept. 23, 1916, and owing to her exposed position and damaged condition, it was found impossible to get her off, and she rapidly became a total loss. No harm resulted to the 150 passengers, but none of the cargo was saved.

Capt. Levi Foran was blamed by the government steamboat inspectors for the accident and his license was suspended for three months. The sentence was thought to be very unjust by the officials of the Eastern Steamship Corporation and in marine circles generally. The lighthouse officials had removed the Portland lightship from her station for repairs and had substituted therefor a combination gas and whistling buoy. Not sufficient notice of the lightship's removal was given, and Captain

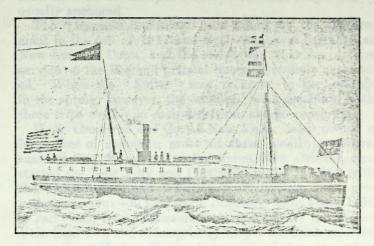
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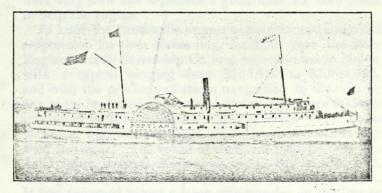
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STEAMER "COMMODORE PREBLE," built in 1843
The first propeller on the New England coast



STEAMER "PORTLAND," built in 1890, lost in 1898

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Foran mistook the whistling gas buoy on Old Anthony's rock for that on the spot where the Portland lightship is

usually anchored.

The "Ransom B. Fuller" was taken by the Government in the fall of 1917 and used as a naval barracks at New London, Conn., and the result was that for a time service on the Boston-Portland line was entirely suspended. When the "Fuller" was returned to her owners in the spring, however, the schedule was resumed, with three trips weekly in each direction, and so continues.

H. B. Cromwell and Co. of New York, who owned a large fleet of steamers, most of them small propellers, running from New York to Baltimore, New Orleans, etc., started the New York and Portland service in 1856 with the "Caledonia" and "Totten." They were small propellers of about 400 tons each, originally built about 1850 to carry coal from Baltimore to New York for the Parker Vein Coal Co., and consequently they were often referred to as the "Parker Vein steamers." Later on, when Cromwell and Co. bought the whole fleet, fifteen steamers in all, a limited amount of passenger accommodations was added, but the boats being primarily intended for freight, were very slow and depended a good deal on their sails to help the engine.

In 1860 the Cromwells appear to have formed a distinct corporation for their Maine line, for that year the New England Screw Steamship Co. was incorporated in Maine with a capital ranging from \$100,000 to \$1,000,000, and with the privilege of steam navigation to Europe or any ports in America. Several Maine men were directly interested in this enterprise, among them Capt. John B. Coyle, who was president of the company, and Henry Fox, treasurer. The board of directors consisted of: St. John Smith, John B. Brown, James O. Brown, Mark P. Emery, Henry Fox, Henry B. Cromwell, and John Baird. It was proposed to put a large side-wheeler on the line as better fitted for passenger service, but as far as can be

learned this was never done.

The Portland business directory for 1861 advertises "The splendid and fast steamship 'Chesapeake,' Capt. Sidney Crowell, will until further notice run as follows:

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The Portland business directory for 1861 advertises. "The splendid and fast steamable 'Chesapeaker' Caps. Sidney Crowell, will until further notion one as follows:

"Leave Brown's Wharf, Portland, every Wednesday, at 4 o'clock P. M., and leave Pier 9, North River, New York, every Saturday, at 3 P. M. This vessel is fitted up with fine accommodations for passengers, making this the most speedy, safe, and comfortable route for travelers between New York and Maine. Passage, \$5.00, including fare and stateroom. Goods forwarded by this line to and from Montreal, Quebec, Bangor, Bath, Augusta, Eastport, and St. John. . . . For freight or passage apply to Emery and Fox, Brown's Wharf, Portland, H. B. Crom-

well & Co., No. 86 West Street, New York."

The "Chesapeake" was a wooden propeller of 460 tons, built in 1849. She is best remembered by the fact of her seizure off Cape Cod, Dec. 7, 1863, by a party of Confederate adventurers, under the leadership of one Braine. Their plan was to obtain coal at a New Brunswick or Nova Scotia port and then attempt to run the steamer through the blockade into Wilmington, N. C.; this bold scheme did not, however, have the sanction of the Confederate government, and it therefore came under the head of piracy. A man known as Capt. John Parker—although his real name was Locke—had been commander of a small Confederate privateer, the schooner "Retribution." His vessel was condemned as unseaworthy in the West Indies, and without occupation he had drifted to St. John.

The British Provinces harbored many Confederates during the war, and Parker soon met kindred spirits at St. John in the persons of John C. Braine and H. A. Parr, who claimed to have been officers in the Confederate navy. A plan was soon perfected by the three for seizing the "Chesapeake," and twelve young men, natives of Maine and New Brunswick, were enlisted to serve under Braine, while Parker remained at St. John to secure coal for the prize. The latter had been a prisoner of war in Fort Warren, Boston harbor, at the same time that Lieut. Charles Read, C. S. N., leader of the raid on Portland harbor, was there, and from him a knowledge of the character of the "Chesapeake" was undoubtedly obtained.

Travelling by steamer to New York, the party presented themselves on board the "Chesapeake" just before

about sense constraints in the standard constraints and it therefore cannot make under

she sailed for Portland on the evening of Dec. 4. There were five other passengers, seafaring men bound for Maire, and they saw nothing to excite their suspicions in the party under "Captain" Braine. The adventurers appeared regularly at meals and had little to say. On the evening of Dec. 6 they retired to their berths early, and long before midnight quiet reigned in the ship's saloon. Although the night was dark, the weather was clear, and after passing Cape Cod, Captain Willett, commander of the "Chesapeake," retired to his room, leaving the ship in charge of Chief Mate Charles Johnson; the Second Engineer, Owen Shaffer, was on duty in the engine room.

About 1.20 A. M. Johnson started from the pilot house for the pantry to get a lunch, when he saw several figures running forward. At that moment Shaffer emerged from the engine room door, and as he did so several shots were fired at him and he fell, with a bullet through his head. While Johnson leaned over the prostrate form of the engineer, he received two shots, one in the arm and one in the knee. The shooting had aroused Captain Willett, who came running forward amid a rain of bullets. Not being hit, he made for the pilot house, but as he reached the steps he was seized from behind, quickly bound and borne to his room, where an armed man stood guard over him. The shooting now ceased, and the other members of the crew of fifteen surrendered. A piece of iron was tied to the body of Shaffer and it was thrown into the sea.

Before daylight the vessel's course was changed, and later in the day Captain Willett saw from his window that the "Chesapeake" was steaming along the coast of Maine, east of Portland. December 8 the "Chesapeake" put in at Seal Cove harbor, Grand Menan Island, and "Captain" Braine went ashore. Her coal was now nearly gone. Off Dipper Harbor, about twelve miles below St. John, the ensign was hoisted union down, to attract the attention of a pilot boat that was waiting for the steamer.

The boat came alongside, and Captain Parker climbed on board the "Chesapeake," reporting that he had been unable, for lack of funds, to obtain any coal. It was now decided by the adventurers to land their prisoners and she sailed for Portland on the evening of Dec. 4. There were five other passengers, senfaring men bound for Maine, and they saw nothing to excite their suspicions in the party under "Captain" Braine, The adventurers appeared regularly at meals and had little to say. On the evening of Dec. 6 they retired to their berlie outly, and long before midnight quiet reigned in the ship's sar loon. Although the night was dark, the weather was clear, and after passing Cape Cod. Captain Willett, commander of the "Obserpeake," retired to his room, herring the ship-in charge of Chief Mate Charles Johnson; the Second Engineer, Owen Shafler, was on daty in the

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the passengers, and the party was put on board the pilot boat, with the exception of the steamer's two remaining engineers and one fireman, who were kept on board to man the ship's engine room. The pilot boat was towed up the river to Partridge Island, a few miles below St. John, and there cast off. On reaching the city, Captain Willett at once telegraphed an account of the affair to his owners in New York. In less than ten hours several United States gunboats were steaming east from Boston and New

York in search of the "Chesapeake."

After crossing the Bay of Fundy, the "Chesapeake" proceeded to Shelburne, N. S., where she was detained two days by a gale, and meanwhile the telegraph carried the news of her presence there to Halifax. One of the searching men-of-war, the "Ella and Annie,"-a former blockade runner captured off Wilmington-arrived at Halifax December 13, and steamed thence to Shelburne, only to find that the "Chesapeake" had departed. Returning to Halifax, the steamer's commander learned that the "Chesapeake" had put in at Sambro. Proceeding to that point the "Ella and Annie" found the "Chesapeake" coaling from a schooner. The prize was boarded, but only two men were found on board; the others had disappeared in the woods, and a third man was found on the schooner. As the "Ella and Annie" was towing the "Chesapeake" out of the harbor the U.S.S. "Dakota" appeared, and her commander being the senior officer present ordered the steamer taken to Halifax. vessel and three prisoners were turned over to the authorities. The prisoners were released and immediately decamped.

The Provincial authorities were much incensed by the apparent violation of neutrality attending the seizure of the "Chesapeake" in a British port. A point was made by the United States naval officers that they were succoring a United States vessel in distress. The affair caused some friction, but on Feb. 25, 1864, the vessel was ordered by a Canadian court to be surrendered to her owners. Meanwhile three of the adventurers were apprehended at St. John, and the United States demanded them as pirates.

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Agents of the Confederacy sent to Richmond to secure commissions for the leaders, failed to show that they were officers of the Confederate navy. The Confederate authorities ordered Mr. Holeomb to proceed to St. John and lay claim to the steamer, which, with her cargo, was worth nearly \$100,000. Before he could reach Halifax via Bermuda, the "Chesapeake" had been released, and the men held at St. John liberated on a writ of habeas corpus.

The "Chesapeake" remained for many years on the New York and Portland line, and April 27, 1881, she was finally lost by stranding in the Sound. Other steamers on this line were the propellers "Potomac" (afterwards burned at sea), "Dirigo," "Franconia," "Eleonora" and "Winthrop." They were but slightly larger than the pioneer boats, and were followed by the "Cleopatra." She was a wooden screw, built in 1865, and had larger passenger accommodations than the earlier vessels. About 1880, a call both ways was made during the summer season at Cottage City (now Oak Bluffs), on the island of Martha's Vineyard; this was done to meet the increasing demand of tourist travel. H. B. Cromwell and Co. now gave up their interest in the line, and the company was reorganized as the Maine Steamship Co., the president and moving spirit of which was Capt. John B. Coyle.

In 1890-91, they had constructed by the New England Shipbuilding Co. at Bath, Maine, two much finer and larger propellers than had ever before been on the line; but they still clung to the wooden hull. The "Manhattan" and "Cottage City" measured each 1892 tons gross, 233 1-2 feet long, 40 1-2 feet beam, and 24 1-2 feet depth of hold; their machinery consisted each of a triple expansion engine having cylinders 22, 34, and 56 inches in diameter, 36 inches stroke. It was becoming, however, more and more evident that the days of wooden steamers, even for coastwise traffic, were numbered. The "Manhattan" and "Cottage City" not having proved entirely satisfactory, the latter was disposed of to the Pacific Coast Steamship Co., and the former's cotton cargo caught fire while she was lying at the Portland wharf and the

ship was entirely destroyed.

The "Horatio Hall" and "John Englis," the first

Agents of the Confederacy and to show that they were committeens for the lenders, falled to show that they were shortless ordered Mr. Holesum pay, The Confederate and they claim to the steamer, which, with her cargo, was worth nearly \$100,000. Before he could reach Hellifax was meanly \$100,000. Before he could reach Hellifax was meanly field at St. John liberated on a west of health and the "Chesapeaka" bad been released, and the mean field at St. John liberated on a west of habores corpus and of the "Chesapeaka" sevented in many years on the field by Tork and Tork and Torkanding in the Sound. Other steamers finally for in structured in the Sound. Other steamers on this line were the mappellers "Totamed". Itserands on this line were the mappellers "Totamed" (afterwards on this line were the mappellers "Totamed". Itserands and was a wooden same, but shelfly larger passinger ploneer beats, and were followed by the "Coomed that larger passinger and commodations than the earlier weeks by the "Cooperate". About 1820, a was a wooden same, bailt in 1805, and and larger passinger of tourist travel. H. B. Gromwell and Co. now gave up Vinejand; this was down to meet the more relay down of tourist travel. H. B. Gromwell and Co. now gave up itself interest in the line, and the company was recorded in the line, and the company was recorded in the line, and the company was recorded to the line of the

In 1890.01 they had constructed by the New England Shipbuilding Co. at Bath; Mains two much fluer and larger propellers than had ever before been on the line; but they still clarge to the wooden hall. The "Manbattan" and "Cottage City" measured each 1892 tone gross and "Cottage City" measured each 1892 tone gross of hold; their mochinery consisted each of a triple extended their mochinery consisted each of a triple extended diameter, 28 inches mochine 22, 24, and 56 inches in more quit more evident that the days of wooden standard, oven for coasiwher traffic, were numbered. The "Manbattan" and "Cottage City" not having proved entirely satisfactory, the latter was disposed of to the Pacific Coast Steamship Co., and the lumner's pointed entirely the winder was living at the Portland what and the

The "Housing Hall " and "John Englis," the first

really modern ships of the Maine Steamship Co. were built of steel in 1898 by the Delaware River Co. at Chester, Pa.; they were each 3168 tons gross, 297 feet long, 46 feet beam, and 17 feet depth of hold. Powerful triple expansion engines worked at a pressure of 180 lbs. of steam gave these steamers a speed of a little over 16 knots, so that in favorable conditions they made the passage from New York to Portland, 390 miles, in about twenty-four hours. Their passenger accommodations were very fine, with dining saloon on the upper deck, etc., and in the summer they were well patronized, as by this line tourists from New York could reach the resorts on the Maine coast without the discomfort of changing

cars and the heat and dust of a journey by rail.

During the Spanish-American war the "John Englis" was bought by the government for a hospital ship and retained in the service under the name of the "Relief." The "Horatio Hall" was sunk by collision with the Metropolitan liner "H. F. Dimock" on March 10, 1909, in a dense fog in Nantucket Sound. This left the "North Star," built in 1901, and practically a sister ship of the two former boats, alone on the line until the "North Land" was built in 1910 by the Harlan and Hollingsworth Co. at Wilmington, Del., to replace the "Horatio Hall." She is really an ocean steamer in every sense of the word, and measures 3282 tons gross, 304 feet long, 47 feet beam; has seven water tight bulkheads, and the triple expansion machinery develops 4000 indicated horse-power.

During the misfortunes and various reorganizations of the unfortunate Eastern Steamship Co. and Corporation, the Maine Steamship Co., under its control, went through various gyrations of interlocking ownership. In this period the "Old Colony" was transferred to the New York and Portland line; she has a steel hull originally built in 1907 by the Cramp Shipbuilding Co. at Philadelphia as a freight ship, for a subsidiary company of the New York, New Haven and Hartford R. R. Co. After she was rebuilt in 1911 for passenger service, the "Old Colony" measured 4779 tons gross, 375 feet long, 52 feet beam, 31 1-2 feet depth of hold; her turbine ma-

rolly adden ship of the Alaine Steamship Co. were built of steel in 1898 by the Delaware River Co. at Chester, Pa.; they were each 3103 tens gross, 297 feet long ten, Pa.; they were each 3103 tens gross, 297 feet long of feet beam, and 17 feet depth of Hold. Powerful triple expansion engines worked at a pressure of 180 like of steam gave these alsomers a speed of a little over 16 knots, so that in favorable conditions they made the passage trone New York in Portland, 390 miles, in about meanty-loss hours. Their passager secondendations are very time, with dividug saloon on the upper deci, more very time, with dividug saloon on the upper deci, each, and in the summer they save well passanized, as by this lies tenties tour in the summer they save well passanized, as by this lies tenties that also the discomfort of changing on the Maine court athout the discomfort of changing

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chinery, which uses coal for fuel, indicates 5000 horsepower. The steamer is also a luxurious first-class passenger carrier, accommodating 775 persons. She is fitted with every modern safety appliance, such as wireless telegraph, submarine signals, and an automatic sprinkling system in case of fire.

Both the "Old Colony" and "North Land" were commandeered by the government at the outbreak of the war in 1917, and the Maine Steamship Co. division of the Eastern Steamship Lines practically suspended operations.

Capt. Albert Bragg was probably the best known commander on the New York and Portland line. This route is considered one of the worst, owing to fog in summer and snowstorms in winter, besides a portion of it is a menace to steamers that are obliged to make time to keep up their schedules by reason of innumerable shoals in the vicinity of Nantucket and large fleets of sailing vessels that are in their path in thick as well as clear weather. Therefore it is all the more creditable that Captain Bragg should have passed through forty-seven years of it, making an average of two trips a week, without a serious accident or the loss of a single life. He retired in 1912, and died the following year at his home in Portland.

The earliest steamers running regularly to the islands in Casco bay from Portland were the "Express" and "Gazelle" owned by the Peak's Island Steamboat Co. After a time the company became the Forest City Steamboat Co. The "Gazelle" was lengthened and rebuilt and her name changed to "Forest City." Then the Union Steamboat Co. was started as an opposition line to the Forest City Co. Their first boat was the "Emita," and their second the "Cadet." Some time later the Union line changed its name to the Star Line Steamboat Co.

At this time the well known Capt. B. J. Willard of Portland was general manager of the Forest City Co., and after two or three years he effected a consolidation of the two lines under the name of the Casco Bay Steamboat Co., and Mr. C. W. T. Goding was elected general manager. In July, 1887, the company put on a new steamer, the propeller "Forest Queen"; she is a large, safe boat, and run all the year round. Their present steamers are

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the "Forest Queen," "Pilgrim," and "Merryconeag," all

propellers.

The first tugboat owned in Portland was the propeller "Tiger," built in Philadelphia, and owned by William Willard of Portland; she began towing in November, 1851. From the very first this enterprise was entirely successful, and Captain Willard was often called upon to tow ships out of the Kennebunk and Saco rivers, and from places as far east as Yarmouth, Freeport and Brunswick. At this time there were very few propeller tug boats except in Boston; side-wheel towboats were employed entirely at New York, Philadelphia and Baltimore. Another old Maine towing enterprise, the Saco River Towboat Co., dissolved in January, 1918, after an existence of over thirty-five years, during which time one man, Frank W. Nutter, filled the office of manager and treasurer.

During part of the year 1847 the "steam schooner Decatur" was advertised to run between Boston and Kennebunk, Me., and twenty years later (1867) the Boston papers announced that the propeller "Enterprise," Capt. F. W. Leavitt, would leave Battery wharf, Boston, every Thursday, for Saco and Biddeford, Me. Both these enterprises had but a short existence and probably col-

lapsed for lack of financial support.

A few facts regarding early lighthouses on the coast of Maine may not be out of place here. The construction of Portland Head lighthouse was begun in 1788, and it was first lighted January 10, 1791. This light has been twice cut down twenty feet (the last time in 1883), and the power was reduced from second order to a fourth order lens, so that by 1895 shipmasters and pilots complained that the light could not be seen far even in clear weather. After continual protests, Portland Head light was again raised twenty feet and a second power lens put back. The building of Half Way Rock lighthouse was begun in 1869, and it was first lighted August 15, 1871. It is a very valuable beacon to masters and pilots coming into Portland from the east, and no doubt has saved many lives and a large amount of property.

(To be continued)

the "Forest Queen," aPilgring," and "Merryconesg," all

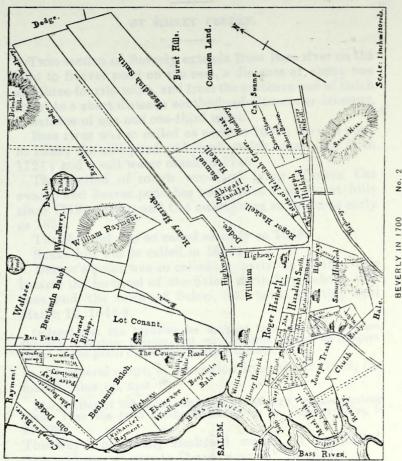
The first tagloost owned in Portland was the propeller of Portland; and owned by William Theor, built in Philadelphia, and owned by William Willard of Portland; she began towing in November, 1851. From the very first this enterprise was entirely encested, and they are first this will be the places as far east as liamonth, Freeport and Branswick. At this time them were very few propeller ting played entirely at New York, Postadelphia and Baltimore, bosts except in Boston; side-played towboats were employed entirely at New York, Postadelphia and Baltimore. Another ald Maine towing esterprise, the Seco River Towboat Co. dissolved in January, 1818, after an exist ence of ever that, first, the colice of manager and transport to the office of manager and transports.

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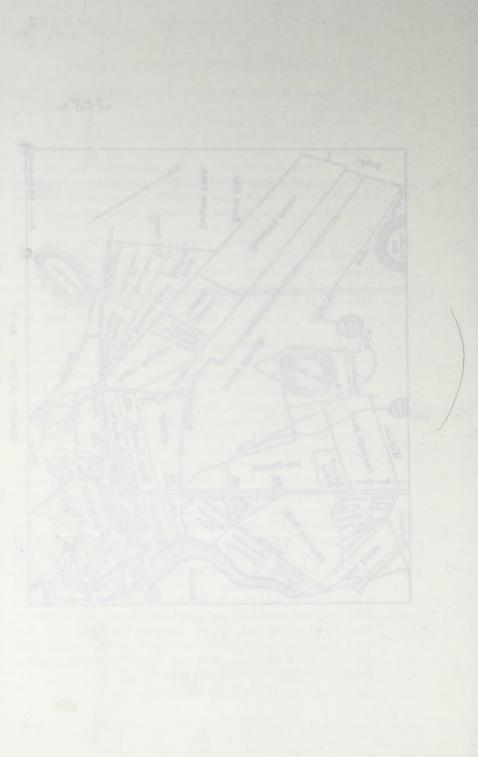
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(To be continued)



BEVERLY IN 1700



BEVERLY IN 1700. NO. 2.

BY SIDNEY PERLEY.

This section of Beverly extends from Bass river on the west to Beaver pond on the east, a distance of about one and three-fourths miles, and from the northern end of Balch street to a short distance southerly of Gloucester crossing, a distance of one and one-third miles.

Bass river was so called as early as 1635; the mill pond in 1699; the mill pond and creek which runs into it in

1724; and a salt water creek in 1746.

The section of rough woodland lying between Cat swamp and Beaver pond has been known as Burnt hills since 1719 at least, and Cat swamp was so called as early as 1658.

Thatch pond was so called as early as 1688.

Snake hill was so called in 1673.

Draper's point was so called as early as 1648. This became the terminal of the Salem north ferry about that time, and the town of Salem, at a town meeting held March 12, 1648-9,

Ordered that the highway be brought from Edmond Grovers through Jonathan Porters and mr Garfords ground to Drapers poynt, if the gen'll Court shall consent thereto.

In the general court, at its session held May 2, 1649, the matter came up, and

The petition of Salem for removeall of the high way and landing place, from the head of the Basse Ryver to Drapers Point, is granted.

This way is practically Beckford street. It was called "ye road way yt goes to Draper's point" in 1677.

After the grist mill was established on the river, near the plant of the United Shoe Machinery Company, there arose a difference between William King and his neigh-

¹Records of the Massachusetts Bay Colony, volume 2, page 265.

BEVERLY IN 1700. NO. 2.

YSLERY PERSON YO

This section of Bereily extends from Bere river on the one west to Braver good on the ones, a distance of about one and three-fewritis miles, and from the northern and of Baleb street to a short distance continent of Glorcoster crossing, and constitute of one and constitute miles.

Been giver one so collect as early as 1655 gifte mill pend in 1699; the mill pend and exect which rame into it in

Obil of Meero reday Mas a bon / 1977.

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Ordered that the branch or brought from Education of the State of the

In the general court, at its sension hald Mry 2, 2012, ten matter came up, and

The petition of Salem for removed of the bigh est availabling place, from the head of the Beast Syyer or Display Indeed of the Beast Syyer or Display Indeed or noticed.

This way is practically Beakford sweet, 15 was called

After the grant and not haddeless says But mire off rettained the plant of the United Shoe Madhinery Company of the pality of th

Bacords of the Massachusetts hay Grimp, related & page bill.

bors and Roger Haskell about a highway to the mill and the meeting house, and the selectmen of Salem, Sept. 14, 1657,

ordered that Jacob Barney & Jefferie Massey shall view the said way and make retorne thereof to the select men at their next meeting warning the plaintifie & deffents to meete with the said Jacob Barney & Jefferie Massey the last day of this instant month at the Mill by niene of the Clock the same day.

Nov. 20, 1657, the selectmen of Salem

ordered that that way from the meeting house on Cape an syde to Lawrence Leach his mill shall be directlie in the Countrie way to Edmund grouers and from thence to the way lying betwixt the said grouers land & the land of Osman Traske & Soe forward through the Land of henerie hericke.

And it was further

ordered that wheras some of the neighbors on Cape an syde doe desyre a way from the said meeting house to the mill through the proprieties of Roger Haskell & others that thayre desyres are graunted provided that before they shall make any Claym thervnto there shall be paid vnto the said Rodger Haskells & the rest of the proprieters full satisfaction as 2 men Chosen by the select men shall apoint the said way not exceeding 4 [poale] floote in any pt of it and to be made and mentayned by those that make vse therof.

This way to the mill led from the way to the ferry on Draper's point as shown on the plan. It is still in use. It was called the road way that goes to the mill in 1677; ye highway that leads to ye grist mill in 1721: "the highway going to the grist mill formerly Capt. John Dodge's" in 1724; and "a Road leading to Woodbery's mill" in 1729. The present Elliott street which now leads to the mill site was laid out by the County court upon the petition of John Dyson in 1808. This is shown on the map by parallel dotted lines.

Balch street is a way which was occasioned by a mill farther up the stream. The southerly part of it was "a lane commonly called Woodbury's lane" in 1687; the way to the grist mill in 1700; "a highway to Capt. John Dodge's house" in 1703; "the lane leading to M' Samuel Woodbury's" in 1740; "a town way; Deacon Balch's lane so called" in 1782; and Balch street as early as 1859. The northerly part of the street was said to be "left for a way to Capt. John Dodge's house," in 1703; "the highway that leads to the corn mill that belongs to the

bors and flogor Haskell about a bigliway to the mill and the meeting bouse, and the selectmen of Salem, Sept. 14, 1657,

ordered that land barray & John's linner that I view the said way and make relove a their ment of their ment of their ment of their ment with the xaid lacob harney & John's hasser the last day of this mistact month at the Mill by nices of the Clock the same day

Mos. 20, 1677, O. F. obesimen of Salem

ordered shat that way from the meeting house on Cape,ac cyde to Lawrence Leach blevell shall be directle in the Countrie way to Edward grouter and from throne to the way lying berwint the held grouns had de the land of Stonac Tracks & Dor forward through the Land of Lexistic bericks.

And it was further

ordered that where some of the seighbors on Cape an arde don do gree a very from the sold meeting house to the sell through the proprietts of singer Hankell & others that thay a despres are granted provided this hefore the sold makes any clayer thereads there shall be paid vatered as a men Chosen by the select area alail proprietts this astishened as a men Chosen by the select area shall appint the said way not expected a faming of posts of the select area shall to be made and normary not those that make was that to be made and normary not those that make we there.

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heirs of Dr. Israel Woodbury of Beverly, deceased," in 1797; and Balch street as early as 1869.

Cabot street was in existence as early as 1636, when the north ferry was established. It was called ye highway or common road in 1668; ye broad way in 1671; the country road in 1684; the country road going towards Wenham in 1688; "the main street leading from Essex bridge to Mr. Oliver's meeting house" in 1789; "the highway leading from the Essex bridge to the Beverly cotton manufactory" in 1796; and was named Cabot street in 1836.1

Herrick street was voted to be laid out by the selectmen of Beverly March 18, 1678-9, it being described as

a drift way beginninge at the bottome of the Lane buttinge uppon the Cuntry Road and soe between farmer Dodges Land and the Land of Henry Herrick and soe unto the north East Corner of saide Dodges field and soe southerly unto the drift way at the afforesaid Childrens fence which way is to be two pole wide excepting the lane that now is which Lane is to be its breadth.

It was called the way that goeth between the lands of William Dodge and Joshua Herrick in 1729; a highway in 1761; "the way leading to Cokers fo called" in 1773; "the town way leading to William Herrick's house" in 1788; ye cow lane in 1788; and the town way called William Herrick's lane in 1790. By the side of the hospital, it was called "an open way sometimes called Herrick's lane" in 1854. Northeasterly from the hospital, it was called "a town way or private way called Herrick's lane" in 1830; and "an old drift way formerly belonging to the owners and proprietors of the large pasture" in 1854. It has been known as Herrick street since 1882 at least.

The latter part of the lay out of the above way, namely, from the northeast corner of Dodge's field "southerly unto the drift way at the afforesaid Childrens fence which way is to be two pole wide" is the present Heather street. It was called a highway in 1709; and a town way in

¹A change was made in Cabot street between the ends of Balch street, as in a deed, dated March 24, 1807, a lot of land there conveyed by it is bounded on the west by "the highway as lately laid out that leads from Essex bridge to the upper meeting house in Beverly."—Essex Registry of Deeds, book 181, leaf 89.

beirs of Dr. Isnal Woodbary of Barerly, decoased," in 1797; and Balch street as carly as 1809.

Output atract was in axistence as early as 1638, when the north ferry was established. It was called yo highway or common total in 1668, ye broad way in 1671; the country road in 1681; the country road in 1681; the country road going towards await in 1688 going to make freely bridge to his Oliver's meeting bouse" in 1789; who bighway leading from the faces bridge to the Beverly cotton manufactory" in 1796; and was assent Cabot atract to 1833.

Harrick street was voted to be leid out by the selectmen of Beverly March 18, 1878-9, it belog described as

a drift war beithingous the hustome of the Lane brillings upper the Creaty Road and see between farmer Dodges hand and the Lane of picts the control of the

It was called the way that, gooth between the lands of William Bodge and Jodhan Herrick in 1729; a highway in 1761; "the way leading to Colors le called." in 1772, "the rows way leading to William Herrick's house in 1786; and the town way called. William Herrick's has in 1786; and the tawn way called Herrick's lane." In 1864. Northeasterly from the hospital, these called are nown way or private way called Herrick's lane." in 1864. Northeasterly from the hospital, these called a town way or private way formerly belonging to the owners and proprietors of the large particle." In last hose known as Herrick street since 1863 at teach.

The latter part of the lay out of the above way, at 15 ly, from the northeast corner of Dodge's field "early left and other way at the afforessid Calidrate least which way is to be two pole wide" is the present Heather street. It was called a highway in 1702; and a new way in

^{&#}x27;A change was made in Catoos Street between the ands of Baird alread, as in a died, dward March 28, 1907, a for at land there are veryed by to a bounded on the west by "vin aighway as lainly hid out time leads from Masax bridge to the veryes widting broad in Hersely."—Even Registry of Docks, heat 11, inc. 13.

1788. It was called Heither street as early as 1882, and since 1890 has been called Heather street.

Colon street was laid out as a cow lane into the commons. At a meeting of the selectmen of Beverly, March 18, 1678-9, there was recorded

a Cartway beginning at the Cuntry Road nere unto the house of Anthony Wood and soe between the Land of Edmund Grover and the Land of the widdow Trask and soe Easterly thro. the land of Robert Hebbord and the Land of the Children of Roger Hascoll now Deceased and from thence to the Commons which high way is to be two pole wide.

At the same meeting this drift way was extended from said "Hascolls Childrens fence Easterly unto bald hill to witt through Iohn Grovers Lott and through the land of Lieut. Thorndike the saide high way to be two pole wide."

At a meeting of the select men of Beverly on ve 23 of June 1693 at the house of Joane Hebbert Widdow and Relect of Robert Hibbert Late of Beverly deceased & then this Agreement made between sd select men and the abouesd Joane Hibbert with Respect to a Towne Highway Laid out over sd Hibberts Land the sd Highway Goeth from ye Countery highway by Hazadiah Smiths Barne Eastward to our Townes Common about seventy six poles over sd Joane Hibberts Land and in Breth two poles the which Land of seventy six poles in length & two poles in Breath the sd Joane Hibbert with the Consent of her sons viz John Joseph & Samuell Hibberts doth Alianate sell set over for ever Confirme vnto sd select men to bee for a Town way as aforesd for and in Consideration of three acres and a halfe of sd Towns Common Land next Adjoyneing to ye sd Hibberts Land and the abouesd Joane Hibbert doth for herselfe her Heirs and sugsessors Ingage to make maintaine and keepe vp a sufficient fence betwixt the sd Hibberts Land now in her possession and the abouesd highway seventy six poles in length as is aboue Expresst and the sd fence to keep vp and mainetayne from time to time for ever and the abousd way to ly and bee an open driftway afther the last of october next Insueing and tel then only for Carting in witnesse whereof wee have here vato set our Hands the day and year abone Written

Signed and delivered in ye presents of vs JOHN DODG SAM^{II} BALCH ye mark of
JOANE F HIBBERT
the mark L of
JOHN HIBBERT
the mark of
JOSEPH + HIBBERT
SAMUEL HEBERD

Colon street was called ye cow lane in 1671; ye town highway in 1686; the country road in 1691; "an high-

Beverly Town Records.

1788. It was called Heither street as early as 1882, and since 1890 has been called Heather street.

Color street was laid out as a cow lane into the commone: At a meeting of the selectmen of Berorly, March 13, 1678-9, there was recorded

a Cartway beginning as she Country Hond ners unto the house of Anthony Royal and Anthony Royal and Educate Country, there are band of Country, there are band of Royal Royal and the Children of Royal Hardle now thought north and the Children of Royal Hardle now the the Children of Royal Hardle now the the Children of Royal Hardle now the the Children of Royal Royal

At the same meeting this drift way were extended from teat of the fall to the third the fall to be the fall to be the fall to be two points and the table of the fall to be two points. Thoradiles the saids high way to be two point wide."

At a measure of the miner men of Hererly by ye 20 of Jame 1002 of the forest string line bears at leaders with highest bears have the house the form the Agreement made be been labert late of Hererly described to them the Agreement made be a Town of Select mean and the knowest Joseph the standard of the standard for the form of the standard for the form of the standard for the standard form of the standard for the form of the standard for the

ofgoed and delivered in y presents of va. John Done

to drain or ranged & seaso. To drain will remail which to drain will remail + remote treatment annual

Colon street was called ye dow lade in 1871; ye town highway in 1686; the country road in 1681; "an high-

Baveriy Town Records

way leading towards ye commons" in 1710; and was named Colon street in 1838.

Brimble avenue is indicated on the map by parallel

lines of dashes.

The lots of William Dodge, Abigail Balch and Anna Wallace, on the plan numbered one, and the lots of Benjamin Balch and Edward Bishop, on this plan, numbered two, constituted "the Rail field" as early as 1673; and was known as such for a century. The junction of Cabot and Dodge streets was known as "at the head of the Rails" as early as 1663.

Samuel Stone and Robert Briscoe Lot. That part of this lot lying northerly of the northerly dashes was conveyed by John Tucker to John Stone, sr., of Beverly before 1685. Mr. Stone died in the winter of 1691-2; and his widow and administratrix Abigail Stone, for twenty pounds, conveyed it to Samuel Stone, sr., and Robert

Briscoe, both of Beverly, July 6, 1692.1

That part of the lot lying between the dashes was conveyed by Thomas Chubb, sr., of Beverly, carpenter, for twenty pounds in silver, to Zachariah Herrick of Beverly, carpenter, July 13, 1685; and Mr. Herrick died in the spring of 1695, having in his will devised his real estate to his son Henry Herrick. Henry Herrick, jr., of Beverly, yeoman, for forty pounds, conveyed it to his brother Samuel Stone, sr., and Robert Briscoe, both of Beverly, mariners, April 8, 1696.

That part of the lot lying southerly of the southerly dashes belonged to John Tucker, who died in 16—; and in the division of his estate this was conveyed to Jacob Manning of Salem, gunsmith, for the portion of the latter's wife, who was apparently an heir of the deceased. Mr. Manning, for fifty pounds, conveyed it to said Samuel

Stone and Robert Briscoe April 9, 1696.3

Thus the entire lot was owned by Samuel Stone and Robert Briscoe in 1700.

Isaac Woodbury Lot. Isaac Woodbury owned this lot of land in 1700.

¹Essex Registry of Deeds, book 11, leaf 110. ²Essex Registry of Deeds, book 7, leaf 41. ³Essex Registry of Deeds, book 11, leaf 111.

Manning of Saleso, generalth, for the portion of the lab

Humphrey Horrill House. John Grover, sr., of Beverly, yeoman, for sixteen pounds, conveyed to Humphrey Horrill of Beverly, seafaring man, this dwelling house, barn and lot April 11, 1687.1 Mr. Horrill died Feb. 9. 1710; and his daughters Sarah Goodale, wife of Thomas Goodale of Kent, Conn., weaver, and Bridget Grey, relict of George Grey, jr., of Beverly, sailor, deceased, released their interest in the buildings and land to their mother Elizabeth Horrell, widow of said Humphrey Horrell, Nov. 21, 1710.2 How much longer the house stood is not known to the writer.

Joseph Hibbard Lot. David Thomas of Salem, planter, conveyed this lot of land to William Hooper of Salem Feb. 10, 1668; and Mr. Hooper, who had removed to Beverly, fisherman, conveyed it to Edmond Gale of Beverly, seaman, April 23, 1672.4 Mr. Gale was a fisherman, and conveyed the lot to Nathaniel Wallis, sr., "late of Casco Bay, inhabitant, now resident in Beverly," Feb. 10, 1678-9.4 Mr. Wallis was a fisherman, and conveyed the lot to Joseph Hibbert of Beverly Nov. 26, 1681.5 Mr. Hibbert owned it in 1700.

Samuel Haskell House. David Thomas of Salem, planter, conveyed this lot of land to William Hooper of Salem Feb. 10, 1668.3 Mr. Hooper removed to Beverly. being a fisherman, and conveyed the lot to Edmond Gale of Beverly, seaman, April 23, 1672.4 Mr. Gale was a fisherman, and conveyed the lot to Nathaniel Wallis, sr., "late of Casco Bay, inhabitant, now resident in Beverly," Feb. 10, 1678-9.4 Mr. Wallis was a fisherman, and conveyed the lot to Joseph Hibbert of Beverly Nov. 26. 1681.5 Mr. Hebberd was a planter, and conveyed the lot to his son-in-law Daniel Collins May 23, 1691.6 Mr. Collins built a house thereon, and, when of Salem, mariner, he conveyed the land with the house thereon to Samuel Haskell of Beverly, tailor, Oct. 13, 1696.6 Mr. Haskell

¹Essex Registry of Deeds, book 35, leaf 201. ²Essex Registry of Deeds, book 58, leaf 276.

³Essex Registry of Deeds, book 3, leaf 50.

^{*}Essex Registry of Deeds, book 5, leaf 21.
*Essex Registry of Deeds, book 49, leaf 134.
*Essex Registry of Deeds, book 54, leaf 271.

Humphrey Havell Heres, John Grover, ar., of Bererly, recomm, for sixtem pounds, conveyed to Humphrey Horrill of Heverly, seniering man, this dwelling house bern and lot Aprel 71, 1687. Mr Horrill died Pek. 9, 1710; and his daughters Sarah Goodale, wile of Thomas Goodale of Hont, Cons., weaver, and Bridget Grey, relict of George Grey, ir., of Jeverly, anilor, deceased; relict of George Grey, ir., of Jeverly, anilor, deceased; mother Elizabeth Horrill, widow of said Humphrey Horrich, Nov. 21, 1719. How much longer the house shoot is not known to the writer.

Joseph Hilbert Let. David Thomas of Salem, planter, conveyed this let of land to William Hooper of Salem Feb. 10, 1653; and Mr. Hooper, who ned removed to Buverly, fishermen, conveyed it to Edmond Cale was a fisherman, and conveyed the let to Nathaniel Wallie, or, what of and conveyed the let to Nathaniel Wallie, or, what of Casco Bay, inhabitent, new resident in Beverly, Feb. 10, 1678-9. Mr. Walle was a fisherman, and conveyed the lot to Joseph Hilbert of Beverly Nov. 26, 1621.

Hibbert owned it in 1700

Manuel Hashell House David Thomas of Salem, planter, conveyed this lot of land to William Hooper of Salem Feb. 10, 1658. Mr. Hooper removed to Beverly, Salem Feb. 10, 1658. Mr. Hooper removed to Beverly, of Beverly, seamen, April 28, 1672.4 Mr. Gale was a fisherman, and conveyed the lot to Nathaniel Wallis, ar., fisherman, and conveyed the lot to Satianniel Wallis, ar., I late of Casco Bay, inhabitant, now resident in Beverly, Fish. 10, 1678. Mr. Wallis was a fisherman, and conveyed the lot to Joseph Hibbert of Beverly Nov. 20, 1681. Mr. Heblert was a planter, and conveyed Callot to his son-in-law Daniel Celling May 23, 1681. Mr. Keller, be conveyed the land with the house thereon to Samelic De conveyed the land with the house thereon to Samelic Hashell of Hoverly, tailor, Oct. 13, 1686. Mr. Healest Hashell of Hoverly, tailor, Oct. 13, 1686. Mr. Healest

^{&#}x27;Baser Register of Ceeds, book 31, test 201, 182 and 1

conveyed the house and land to William Haskell of Beverly, seafaring man, Aug. 25, 1730; and William Haskell conveyed the estate to John Higginson of Salem, gentleman, March 8, 1730-1.2 For forty-five pounds, Mr. Higginson conveyed to William Leech of Beverly, cordwainer the land and dwelling house, "being the late mansion house of Samuel Haskell, deceased," April 26, 1731.3 Mr. Leech died in the winter of 1734.5, having in his will devised his real estate to his sons John, Joseph, William, Elijah and Benjamin. The land, dwelling house and barn were then appraised at ninety-two pounds, of which twelve pounds was estimated to be the value of the barn. How much longer the old house stood is unknown to the writer.

Estate of Nehemiah Grover Lot. Edmond Grover of Beverly, yeoman, for love, conveyed to his son Nehemiah Grover this lot of land "upon the rockes" July 23, 1677.4 Nehemiah Grover died Feb. 12, 1693-4, when the lot was appraised at sixty pounds. It belonged to his estate in 1700.

Hazadiah Smith Lot. This lot of land belonged to

Hazadiah Smith in 1700.

Samuel Haskell Lot. This lot of land belonged to

Samuel Haskell in 1700.

Abigail Standley Lot. This lot of land belonged to Josiah Haskell who died in 1674; and to his daughter Abigail Standley in 1700.

Roger Haskell Lot. This lot of land belonged to Roger

Haskell in 1700.

Hazadiah Smith Lot. This lot of land belonged to Edmund Grover in 1678, and to Hazadiah Smith in 1700.

Estate of Joseph Hibbert Lot. This lot of land belonged to the estate of Joseph Hibbert, being in the possession of his widow in 1700.

Hazadiah Smith Lot. That part of this lot of land lying westerly of the dashes belonged to Edmond Grover in 1673; and John Grover of Beverly, husbandman, for

¹Essex Registry of Deeds, book 55, leaf 136.

²Essex Registry of Deeds, book 55, leaf 229.

⁸Essex Registry of Deeds, book 52, leaf 251. ⁴Essex Registry of Deeds, book 6, leaf 53.

conveyed the house and land to William Haibell of Bercelly, scafaring man, Ang. 25, 1780 + and William Hasbell conveyed the esents to John Higginson of Salem,
gantleman, March S. 1780-12. For forty-five pounds, Mr.
Higginson conveyed to William Leach of Beverly, cordwainer the land and dwelling bounc, "being the late
manufer house of Samuel Hasbell, doceased," April 26,
1781-5, having
in his will devised his real extres to his sons John, Joseph,
William, Edijah and Besigmin. The land, dwelling house
and beam, were then appraised at the cycles pounds, of
which in electron pounds was estimated to be the value of
the beam. How recent longer the old bouse shood is an-

Retails, yearness for love, conveyed to his sen Nebeniah Grover this lot of land "upon the reckes" July 23, 1677. Nebeniah Grover died Feb. 12, 1698-1, when the lot was appraised at sixty pounds. At belonged to

Maradian Smill Lot, This lot of land belonged to

Haradiah Smith in 1700.

Samuel Harial Lot. This lot of land belonged to

Samuel Haskell in 1700

Adjust Standley Let. This lot of land belonged to Josiah Haskell who died in 1674; and to his daughter Abjust Standley in 1700.

Hoger Haskell Let. This lot of land belonged to Roger

Healtell in 1700

Haradian Smith Let. This lot of hard inlonged to Edmund Grover in 1678, and to Hanadiah Sumb in 1700. Latate of Joseph Hobert Let. This lot of hand belouged

Office of washing and but

Moradian Smith Lot. That part of this lot of lend for ing westerly of the dealers belowed to Edmond Grover in 1878; and John Grover of Beverly, bushaudman, for

Resear Registry of Dands, book 55, but 136.

Maner Megistry of Diegot, book 52, but oil.

love, conveyed it to his daughter Hannah's husband, Hazadiah Smith of Beverly, carpenter, Jan. 28, 1684.1

That part of the lot lying easterly of the dashes was conveyed by John Grover, sr., of Beverly, husbandman, for five pounds, to Mr. Smith July 8, 1686,1

The entire lot belonged to Mr. Smith in 1700.

Anthony Wood Lot. John Grover, sr., of Beverly, husbandman, for three pounds and ten shillings, conveyed this lot to Anthony Wood of Beverly, weaver, Sept. 22,

1673.2 It belonged to him in 1700.

John Conant House. This lot of land belonged to John Bennett of Beverly in 1673; and, for one hundred pounds, he conveyed it to John Conant of Beverly, carpenter, with the dwelling house thereon, Sept. 24, 1677.3 Mr. Conant owned the estate in 1700.

John Bennett Lot. Edmond Grover owned this lot in 1673; and John Grover of Beverly, husbandman, for five pounds and ten shillings, conveyed it to Anthony Wood of Beverly, weaver, June 29, 1678.4 John Bennett owned

it in 1686, and probably in 1700.

Roger Haskell House. That part of this lot of land lying within the dashes, on the westerly side of Heather street, was owned by David Thomas of Salem, planter, in 1661. He conveyed to William Hooper of Salem this lot with a dwelling house thereon Feb. 10, 1668.5 Mr. Hooper had come from Coker, in England, was a fisherman, and removed to this house. He died by "suddenly falling overboard at sea" about Nov. 8, 1679, at the age of thirty. The house and five acres of land were then appraised at fifty pounds. This part of the lot soon after came into the possession of Roger Haskell.

The remainder of the lot early belonged to John Harding and he gave it to Roger Haskell, his daughter's husband, before 1661. Mr. Haskell died about 1690; and the land came into the ownership of his son Roger Has-

kell of Beverly, carpenter, before 1700.

¹Essex Registry of Deeds, book 10, leaf 164. ²Essex Registry of Deeds, book 5, leaf &3.

Essex Registry of Deeds, book 5, leaf 20.
Essex Registry of Deeds, book 5, leaf 79.
Essex Registry of Deeds, book 3, leaf 50.

love, conveyed it to his daughter Hannah's husband, Haradish South of Beverly, carpenter, Jan. 28, 1681.

That part of the lot lying easterly of the dashes was conveyed by John Grover, et., of Beverly, husbandman, for five pounds, to Mr. Smith July 8, 1684.

The entire lot belonged to Mr. Smith in 1700

Anthony Hood Lat. John Grover, sr., of Borerly, husbandman, for three pounds and ten shillings, conveyed this lot to Anthony Wood of Heverly, weaver, Sopt. 22,

> John Connex Moure. This lot of land bel Bennett of Beverly in 1673; and, for one has be converted it to John Connex of Bennety of

> > the diversion nouse more and bound

John Browett Lwt. Edmond Grover owned this lot in 1678; and John Grover of Beverly, husbandman, for five pounds and ten shillings, conveyed it to Anthony Wood of Beverly, weaven, June 29, 1878. John Bennett owned

and probably in 1700.

Moyer Hessell House. That part of this lot of land lying within the Anglos, on the westerly side of Hessher street, was owned by David Thomas of Salem, planter, in 1861. He conveyed to William Hosper of Salem this lot with a dwelling nouse thereon Feb. 10, 1888. Mr. Hoper had come from Coker, in England, was a fisher-man, and removed to this house. He didd by a suddenly falling overboard at sen "abunt Nov. 8, 1872, at the age of thirty. The house and are series of land were then appealed at fifty pounds. This part of the let man after onne into the possession of Roger Hessell.

the remainder of the lot variy belonged to bring Hand, ing and he gave it to Roger Haskell, his daughter's been band, before 1661. Mr. Haskell died about 1690; and the land came into the ownership of his son Roger Haskell

kell of Beverly, carpenter, before 1700

Excest Segletry of Deads, book 10, leaf 161

Exzer Registry of Deeds, book 5, last 51.

East Registry of Deeds, book 5, leat 79.

The house and the land around it was conveyed by Roger Hascoll, for one hundred and seventy pounds, to Samuel Herrick of Beverly, tailor, June 14, 1709. The

house was gone a few years later.

William Dodge House. This tract of land belonged to Peter Palfrey very early; and was conveyed by George Richerson of Wapping, in England, mariner, by his attorney George Hawkins of Boston, shipwright, for forty pounds, to William Dods (Dodge), Sept. 28, 1644.2 His son Capt. William Dodge of Beverly died March 24, 1719-20, at the age of eighty, possessed of this house and lot, having in his will devised "my now dwelling house" and land to his eldest son William Dodge of Beverly, yeoman. For love, William Dodge conveyed the house and land to his daughter Anna Clemmons, wife of Dr. Timothy Clemmons of Beverly, part of "my homestead land and my now dwelling house, barn and wash house thereon" May 29, 1729.3 How much longer the house stood is unknown to the writer.

Henry Herrick Lot. This lot of land was owned by

Henry Herrick in 1700.

William Rayment Lot. This lot of land belonged to Capt. William Rayment of Beverly in 1700. The Salem

reservoir is located on this hill.

Lot Conant Houses. This lot of land belonged to Roger Conant very early, and he lived in the house which stood upon it. Roger Conant of Salem, yeoman, conveyed to his son Lot Conant of Salem "my now dwelling house" and thirty-two acres of land adjoining Nov. 20, 1666; and the next day Lot Conant leased to his father and mother for their lives the house and three acres of the homestead, for an annual rent of "one Indian corn." The old house stood at the southerly end of the lot Roger Conant apparently survived his wife, and died Nov. 19, 1679.

Lot Conant built a house upon this homestead, and removed thereto from Marblehead about 1670. He died

¹Essex Registry of Deeds, book 39, leaf 244.

²Essex Registry of Deeds, book 1, leaf 2. ³Essex Registry of Deeds, book 54, leaf 55.

⁴Essex Registry of Deeds, book 3, leaf 28. ⁵Essex Registry of Deeds, book 3, leaf 29.

Sept. 29, 1674, having devised the house and orchard to his wife Elizabeth for her life. She married, secondly, Andrew Mansfield of Lynn Jan. 10, 1681-2. The homestead went to his son Lot Conant.

Exercise Conant, aged about seventy-two years, deposed March 28, 1710, "that his Father mr Roger Conant late of Beverly decd about Thirty two years past was Seized in his own right of fee Dwelt upon and Improued a certain Farme and Tract of land . . in Beverly part of the Towne of Salem next adjoyning and abutting on the Farme and lands of Henry Herrick of the same now also Decd by all time past . . Seized . . in Fee which ffarme and lands were possessed and Enjoyed from his said Fathers Death by his Eldest Son then living named Lot Conant during his life and is now possest by his Son Lott Conant the Deponant lived many years with his Said Father upon the Said Farme and the deviding line between mr Conants and mr Herricks Farmes So alwayes accounted and reputed was a certain brooke Sometimes Denominated the brooke that comes out of the new Close and the Said Conant and Herrick respectively Improved the lands on Either Side of said brooke."1

In 1717, Lot Conant removed to Ipswich, and died May 14, 1745. In his will he devised his buildings and lands in Beverly to his son Jonathan Conant, who was a currier, and lived upon the old homestead in Beverly. He died June 18, 1749. The next owner and occupant of the ancient homestead was his son Jonathan Conant, who lived here until about 1783, when he removed to the Cherry Hill farm. He conveyed the house, apparently, to Simon Lovett of Beverly, yeoman, about that date; and Mr. Lovett, for two hundred and thirty-six pounds, conveyed the house and barn with the land adjoining them to John Trow of Beverly, yeoman, June 24, 1789. Mr. Trow apparently conveyed the estate to Simeon Brown

soon after, and he took the old house down.

The house which was built upon the homestead by Lot Conant about 1670 was probably the house which was conveyed with the barn and land around them to David

¹Essex Registry of Deeds, book 21, leaf 180. ²Essex Registry of Deeds, book 150, leaf 275.

Sept. 29, 1674, lawing devised the house and orehard to his wife Elizabeth for ber dife. She married, secondly, Audiew Manafield of Lynn Jan. 10, 1681-2. The homestead west to his sen Lot Conent.

posed March 28, 1710, " that his Father m' Roger Counts late at Berorky dest about Thirty two years past was Scired in his own right at he Davik appa and Improved Scired in his own right at he Davik appa and Improved a certain busine and Pract of land. In Beverly part at the Towns at Solam text adjorainy and abuting on the farms and hash at Hunry Harrier of the same now allo. Doe' by all time past. Solam and Enjoyed from which daring the his said Fathers Davik by his filles and is now poisest by his said Fathers Davik by his hideat Son then his his Son Lott-Capans the Device and is now poisest by with his Said Father upon the Said Bernes and many years high his Said Father upon the Said berness out of the new times and the farmes Sometimes and the Said Count and Herrick respectively for the saw times the Said Count and Herrick respectively for the said Count and Herrick respectively for

In 1715, Lot Commit removed to inswich, and died May
14, 1745. In his will be derived his buildings and lands
in Severly to his son Jonathan Consut, who was a outries, and lived upon the old homestend in Buverig. He
died June 18, 1749. The next owner and occupacit of
the ancient homestend was his son Jonathan Commit who
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conveyed the house and bare with the land adjoining third
to John Trow of Beverly, yeoman, June 24, 1789. SinTrow apparently conveyed the estate to Sancon Brown
soon after, and he took the old house shown

The house which was built upon the homestead by Lot Counts shout 1670 was probably the house which was conveyed with the bars and land around them to David

Best Register of Bests, brok il, leaf no.

Forniss of Beverly, tailor, April 11, 1783.1 Mr. Forniss, for one hundred and ten pounds, conveyed the "land" to Capt. Simeon Brown of Beverly, gentleman, Oct. 1, 1792;2 and Mr. Brown conveyed the land and buildings to Dr Ingalls Kittredge of Townsend April 6, 1803.3 Doctor Kittredge removed the house.

Edward Bishop Lot. This lot of land in the Rail field. so called, was conveyed by Edward Bishop of Beverly, husbandman, to his son Edward Bishop of Salem, husbandman, Oct. 8, 1673.4 The lot belonged to Edward

Bishop in 1700.

Benjamin Balch Lot. Benjamin Balch owned this lot

of land in 1673 and 1700.

Edward Rayment Lot. This lot of land was a part of the lot which was conveyed by John Leach to Henry Herrick, sr., of Salem, yeoman, in or before 1668. Mr. Herrick conveyed it to Peter Woodbury and William Raiment of Salem Oct. 26, 1668.5 Mr. Woodbury apparently released this part of the lot to Mr. Rayment. William Rayment, sr., of Beverly, yeoman, in consideration of love, conveyed it to his son Edward Rayment of Beverly, cordwainer, April 4, 1695; and Edward Rayment owned it in 1700.

William Rayment Lot. This lot of land was a part of the lot which was conveyed by John Leach to Henry Herrick, sr., of Salem, yeoman, in or before 1668. Mr. Herrick conveyed it to Peter Woodbury and William Raiment of Salem Oct. 26, 1668.5 Mr. Woodbury apparently released this part of the lot to Mr. Raiment, who owned the lot in 1700.

Peter Woodbury Lot. This lot of land was a part of the lot conveyed by John Leach to Henry Herrick, sr., of Salem, yeoman, in or before 1668. Mr. Herrick conveyed it to Peter Woodbury and William Raiment of Salem Oct. 26, 1668.7 Mr. Raiment apparently released his in-

¹Essex Registry of Deeds, book 153, leaf 231.

Essex Registry of Deeds, book 155, leaf 214.

Essex Registry of Deeds, book 172, leaf 136.

Essex Registry of Deeds, book 6, leaf 115.

^{*}Essex Registry of Deeds, book 3, leaf 134. *Essex Registry of Deeds, book 22, leaf 262. *Essex Registry of Deeds, book 3, leaf 134.

Formies of Beverly, tedor, April 11, 1783. Mr. Formies, for one hundred and ten pounds, conveyed the "land" to Capt. Simeon Brown of Baverly, gentleman, Oct. 1, 1792, and Mr. Brown conveyed the land and buildings to Dr. Ingalla Kittredge of Towaread April 6, 1803. Doctor Stitutedge removed the bones.

Edward Testop Lee This tot of land in the Hall field; so called, was conveyed by Edward Bishop of Beverly, bushendman, to his son Edward Bishop of Salem, hose bandrann, Oct. 8, 1678. The let balenged to Edward

Designation of the Park Land

of land in 1872 and 1700.

Educate Request Lot. This lot of land was a part of the lot which was conveyed by John Leach to Henry Herrick, an of Salem, years, in or before 1888. Mr. Farrick conveyed it to Peter Woodbury and William hamout of Salem Oct. 24, 1488. Mr. Woodbury apparently released this part of the tot to Mr. Woodbury apparently remeat, and Bevert, vacamen, to consideration of love, conveyed it to bie son Edward Rayment of Beverty, conference, April 4, 1695 fr and Edward Rayment of Beverty, conference, April 4, 1695 fr and Edward Rayment of Beverty, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, April 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, conference, april 4, 1695 fr and Edward Rayment of Deventy, confe

William Rayment Lot. This lot of land was a part of the lot which was conveyed by John Reach to Henry Harrick, sr., of Salam, youman, in or before 1668. Alr. Herrick conveyed it to Peter Woodbury and William Raiment of Salam Oct 26, 16684 Mr. Woodbury apparently released this part of the lot to Mr. Raiment, who owaed

the lot in 1700

Peter Woodbury Lot. This lot of land was a part at the lot conveyed by John Leach to Heary Herrick et. of Salem, yeoman, to or before 1668. Mr. Herrick conveyed it to Peter Woodbury and William Reinsort of Salon Oct. 26, 1668. Mr. Reinson apparently released his fa-

Parez Hegistry of Deeds, book 135, test 251, Parez Hegistry of Deeds, book 152, bar 214, Parez Hegistry of Deeds, book 173, lest 128, Parez Hegistry of Deeds, book 5, lest 115, Parez Hegistry of Deeds, book 2, lest 135, Parez Hegistry of Deeds, book 2, lest 135, Parez Hegistry of Deeds, book 2, lest 135, Parez Hegistry of Deeds, book 3, lest 135,

terest in this part of the lot to Mr. Woodbury, who owned it in 1695 and 1700.

John Rayment Lot. This lot of land belonged to John Rayment in 1700.

John Dodge Lot. Capt. John Dodge of Beverly owned this lot in 1696 and 1700.

Cornelius Baker Lot. This lot of land was owned by Cornelius Baker, jr., of Salem, yeoman, in 1696 and 1700.

Benjamin Balch Lot. This lot of land belonged to

Benjamin Balch in 1700.

Philip White House. Nathaniel Conant of Beverly, cordwainer, owned this lot of land and sold it to Philip White of Beverly, carpenter, before 1687. In 1687, after Mr. White purchased the land, there was a house upon it, but it has not been learned how long it stood. He apparently owned the house and land in 1700.

Nathaniel Rayment Lot. John Rayment, sr., of Beverly, yeoman, for love, conveyed this lot of land to his son Nathaniel Rayment of Beverly, yeoman, Jan. 15, 1696-7; and Nathaniel Rayment owned it in 1700.

Ebenezer Woodbury Lot. This lot of land belonged to

Ebenezer Woodbury in 1696 and 1700.

Benjamin Balch House. This tract of land was a portion of the two hundred acres granted by the town of Salem to John Balch, who was from Bridgewater, Somersetshire, England, as one of the Old Planters of original Salem, Jan. 25, 1635-6; and built his house upon this part of his land. The house is still in existence, being the northeastern portion of the "old Balch house," and occupying the same site on which it was erected. It is the only house of an "Old Planter" in existence, and is probably the oldest house in New England. Originally, it was about twenty-three feet long, sixteen feet wide and about nine feet post. The roof was steep, and probably thatched. The original frame is of white oak, and probably intact. In spite of the many changes and additions that have come to the old house little has been taken from its timbers. Originally, the chimney was probably made of stone on the outside of the house and

¹Essex Registry of Deeds, book 12, leaf 32a.

torest in this part of the lot to Mr. Woodbury, who owned it in 1695 and 1700.

John Rayment Lat. This lot of land belonged to John

John Dodge Lot. Capt. John Dodge of Beverly gwaed

this lot in 1696 and 1700.

Cornelius Baker, jr., of Saleru, yeoman, in 1896 and 1700.

Benjamin Balch Lot. This lot of land belonged to

Benjamin Belon in 1700.

Philip White Mouse. Nathaniel Consul of Beverly, condwainer, owned this lot of land and it to Philip White of Beverly, carpentes before 1687. In 1687, after Mr. White purchased the land, there was a house upon it, but it has not been learned how long it stood. He appearantly owned the house and land in 1700.

-Nuthaniel Represed Lat. John Reymont, en. of Reverly, yeoman, for love, conveyed this lot of land to bis son Nathaniel Reymont of Beverly, yeoman, land 16, 1008-7; and Nathaniel Reymont owned is in 1700-

Ebenezer, Woodburg Let. This los of land belonged b

Shaneser Woodbury in 1696 and 1700:

Begonia Lieb House This Land of land was a portion of the two hundred some granted by the town of
Salem to John Balei, who was from Bridgewater, Somensotabire, England, as one of the Old Planters of original
Salem, Jan. 15, 1631.6; and built his house upon this
Salem, Jan. 15, 1631.6; and built his house upon this
part of his land. The house is still in existence, being
the northeastern portion of the "old Baleis house," and
the only house of an "Old Planter" is existence, and if
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and shout nine feet post. The roof was steep, and
probably the total of The original frame is of white only
and probably innect. In spite of the many changes and
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salditions that have come to the old nones little has been
rated probably made of stone on the outside of the bouse and
rates. Item its timbers. Originally, the changes and
rates that have come to the outside of the bouse and

Paser Registry of Deeds, beeck 12, knd 8th



at its north end. The house was originally like this: About 1645, the first change were lengthened about four

was made in it. The posts feet, and new rafters were.

placed over the original ones. Thus the house became of The attic shows these two sets of rafters, two stories. one placed above the other, but in the chamber the lower ends of the original front intermediate rafters have been cut away in order to make the chamber clear of them. An examination showed that this had been done at the new beam, and a closet was built on the back side of the chamber, in which the ends of the original rafters are to be seen. Thus the frame of the old house

after this change appeared as in this diagram: Sometime about the year 1760, a considerable addition was made on the southern end, and Apparently, one or two about 1800 another. subsequently made, additions were

changes as follows: under the original and the underpinstones laid in clay. never been disturbed. under the other parts occupied by cellars. -



eventually causing the northern gable to display various There is no cellar part of the house. ning, is of small It has apparently Most of the space of the house The house is

great interest, and an attractive study.

John Balch died in the month of June, 1648. In his will, he devised to his wife Annis (Agnes) "the Roome newly built" and some land, cows, etc., and the homestead went to his son Benjamin. The dwelling house and barn were appraised at sixteen pounds, whille his apparel was valued at fifty-one pounds and ten shi-lings. Benjamin Balch, sr., of Beverly, yeoman, for love, etc., conveyed to his grandson Benjamin Balch, jr., of Beverly, husbandman, who lived with him, upon his becoming of age, "my dwelling house," barn, orchard, etc., Jan. 4, 1703-4.1 He was a yeoman, and lived in

Essex Registry of Deeds, book 19, leaf 209.

About 1645, the first past of About 1645, the first past of About 1645, the first past of the past of the first past of the first past of the first beaut four forms about four



placed over the original ones. Thus the bows became of
two stories. The attended where the town acts of railizaone pixest shows the store, but in the chember the lower
ones pixest shows the other, but in the chember the lower
cut away in onlier to make the chember class of them.
An examination shows that this bad here come at the
new beam, and a cheet was built on the look older of the
chamber, in which the each of the officient reflew are to

be seen. Thus the same of the old because alter this change appeared as in this diagrams. Sumetime alters the past 17.04 a question was made on the southern cast and about 1800 another. Appearantly, one or two mote more admitted and made on the mode.

There is no called party of the bound of the separatly of the separatly of the separatly of the bound of the

changes as follows:
under the underpiastones had in claynewer been disturbed,
under the other parts
occurred by cellars.

Join Hales died in the monel of June, 1658, in his will, he deviced to his wile Annie (Agnes) while Hoome newly halft, and some head, course etc., and the homestead went to his son Benjamin. The dwelling house and but were appreciated at airteen pounds, while his apparel was valued at fifty-one pounds and hea shifting. Benjamin Balch, an of Beverly, yeoman, for love, etc., conveyed to he grandson Benjamin Balch, in, bot Beverly, husbandman, who lived with him, upon his becoming of age, in dwelling house," here, onland, other, Jan 4, 1708-4. He was a yeoman and lived in

Beverly. He died Jan. 8, 1749-50; having in his will devised his dwelling house and land to his wife Mercy for her life, and then to his daughters Marcy Lovett, Mary Woodberry, Martha Trask and Deborah Dodge and to his grandson Benjamin Balch Lovett. In the inventory of his estate, the house, barn and land were appraised at one hundred and twenty pounds. This homestead came into the possession of Deborah, daughter of Benjamin Balch and wife of Jonathan Dodge of Beverly. Mrs. Dodge died; and the title descended to her son Cornelius Dodge of Beverly, yeoman. Cornelius Dodge died April 27, 1837, at the age of ninety-four. The home field and the dwelling house and barn thereon were then appraised at eight hundred dollars. The place descended to his son Azor Dodge of Beverly, who conveyed to his son Joshua F. Dodge and his wife Alice a life estate in the premises Dec. 10, 1869; and the remainder to Addie Dodge and Martha Dodge, children of said Joshua F. Dodge, Dec. 13, 1869.2 Addie F. Dodge married Charles H. Herrick. Martha Dodge died Jan. 14, 1880; and her mother, then Mary Alice Lufkin, inherited her half of the premises. Mrs. Lufkin released her interest in the house and land to her daughter Mrs. Addie F. Herrick, who owned the other half interest, April 30, 1913; and thus Mrs. Herrick became the sole owner of the estate. In the autumn of 1915, interest in the preservation of the old house became aroused upon the discovery that it included the original dwelling of John Balch on this site; and, June 8, 1916, Mrs. Herrick and her husband transferred the title thereto to Joseph Balch of Westwood, John Balch of Milton, Franklin G. Balch, Francis N. Balch and William Sumner Appleton, all of Boston, and Franklin Balch of Topsfield and their survivors. These men hold the title jointly to raise money for and cause the reconstruction of the original dwelling. The war has hindered the consummation of this purpose hitherto, but it is hoped that this cherished design may be prosecuted soon.

William Dodge Lot. This land was probably a portion of the tract of land granted by the town of Salem to

¹Essex Registry of Deeds, book 787, leaf 144. ²Essex Registry of Deeds, book 787, leaf 145.

title thereis to Joseph Balch of Westwood, John Balch of Milton, Franklin G. Balch, Francis N. Balch and William pointly to raise momes the and can't the reconstruction of

of the tract of land granted by the town of Salem to

Resex Registry of Boets, Book 787, Sant 146. Ences Registry of Deeds, Book 787, Sant 145.

Peter Palfrey Jan. 25, 1635-6, and it belonged to Dea.

William Dodge in 1700.

Henry Herrick Lot. This lot of land belonged to Henry Herrick, sr., of Salem, yeoman, in 1668, and he died possessed of it in the winter of 1670-1. In his will. he devised to his son Benjamin Herrick this "pasture land, called my english field, weh joyneth on the east syde to Andrew Eliott, lyeing between the countrye high way & the mill River," to "remaine in the hands of my sonn Henry to improve vntill Beniamyn be 21 years of age and in case he dye before he be 21 years of age I give the sayd land to my sonn Henry." Benjamin Herrick died without issue in 1677, probably under age. The inventory of the estate of Henry Herrick has this item: "the English pasture wth the marsh & orchard in itt, 80 li." The son Henry Herrick owned the lot in 1700, when he was of

Beverly, yeoman.

Andrew Elliott House. This lot of land belonged to Henry Herrick, sr., of Salem, yeoman, May 26, 1668, when he conveyed that part of the lot lying within the dashes at the southeastern corner to Andrew Elliott of Salem, cordwinder, a native of Somersetshire, England.1 The remainder of the lot subsequently came into his hands. Upon the southeastern corner he erected a house. in which he lived. Mr. Elliott died March 1, 1703-4; having devised the homestead with the dwelling house thereon to his grandson Andrew Elliott, son of the deceased son William Elliott, the latter (William) being then in possession of the homestead as a tenant. Andrew Elliott, jr., lived here, and died, possessed of the estate, Jan. 25, 1743-4, intestate. The real estate was not divided until Sept. 3, 1764, when the easterly part of the house and homestead was assigned to his eldest son Robert Elliott and the westerly part to his son Andrew Elliott. Robert Elliott lived here, and was a mariner. He died in the winter of 1767-8, intestate, possessed of his part of the house and land. In the inventory of his estate, the "one half Part of an old dwelling House" was valued at eighteen pounds, and "a fmall Barn" at ten

¹Essex Registry of Deeds, book 3, leaf 38.

pounds. He left two children, Robert and Jane, who owned this part of the estate in 1788. How much longer this house stood is unknown to the writer.

John Dodge Lot. This was called Bushnell's lot before 1669; and John Leach of Salem, miller, conveyed it to John Dodge, jr., of Beverly, husbandman, Sept. 2, 1669.1 Mr. Dodge owned it in 1700. This lot included "a little hill encompassed by his own marsh near Mr. Friend's mill" granted by the selectmen of Salem to Henry Skerie Feb. 20, 1653-4.

Estate of Nehemiah Grover Lot. This lot of land belonged to Edmond Grover in 1648. When of Beverly, yeoman, for love, he conveyed it to his son Nehemiah Grover July 23, 1677.2 Nehemiah Grover died Feb. 12. 1693-4, intestate. In the inventory of his estate, this lot of five acres was appraised at thirty-five pounds, and the dwelling house and barn at thirty pounds. The estate was undivided in 1700.

Mark Haskell Lot. This lot of land was probably granted to Nicholas Draper; and it belonged to Jarvis Garford of Salem, gentleman, in 1648. Mr. Garford had a house there, and, for eighty pounds, conveyed the house and land to widow Elizabeth Hardy of Salem Sept. 26, 1653.3 She gave her "son" Roger Haskell half of the house and land, as he had paid to Mr. Garford part of the money for it. When this house disappeared is unknown. She died in the autumn of 1654, having in her will devised to her daughter Elizabeth, wife of Roger Haskell, the other half. The will was defective, and on a division of the real estate this portion of the land was assigned to Mr. Haskell. Roger Haskell died in June, 1667, having in his will devised one-half of this land to his wife and the other half to his sons Roger, Josiah and Samuel. Josiah Haskell and Samuel Haskell apparently released their interest in this lot to Roger Haskell, as he owned it in 1700.

John Conant Lot. This lot of land was a part of a lot which belonged to Edmund Grover in 1648. It belonged

¹Essex Registry of Deeds, book 3, leaf 69. ²Essex Registry of Deeds, book 6, leaf 53. ³Essex Registry of Deeds, book 1, leaf 20.

pounds. He left two children, Robert and Jane, who owned this part of the entate in 1738. How much longer this boose stood is unknown to the writer.

John Hodge Lot. This was called Bushmall's lot before 1668; and John Lench of Salem, millier, conveyed it to John Dodge, fo. of Heverin, husbandman, Sapt. 2, 1669, of Mr. Dodge owned it in 1700. This not instructed "a little bill encompassed by his own morals near Mr. Friend's mill' graniest by the selection of Salem to Menry Skerie Heb. 20, 1653-4.

Astate of Avidential Street Let. This let of land belonged to Edmond Graver in 1618: When of iteracing
yeomen, for love, he conveyed it to his can Nehmalan
Graves July 28, 1677. Nehemiah Grover died Veb 12,
1038s4, Streethia. In the inventory of his estand, the inof nive cores was appraised at thirty-live pounds, and the
dwelling borse and here at abirty pounds. The estate

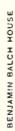
was audivided to 1700.

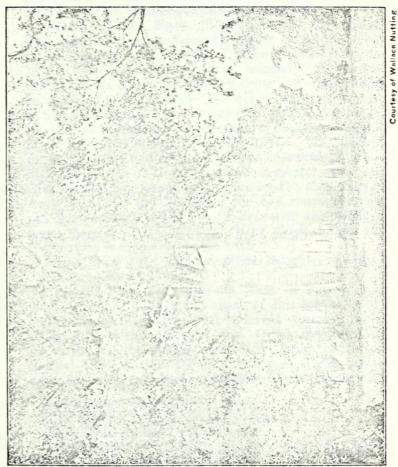
Mark Hashell Let. This sine of had was probably gravited to Nicholas Drapart and it belonged to Jarva Carton of Salam centlemen, in 1958. Mr. Carton had have a house their, and for sighty pourse, emercyal the house she had so wiston Elizabeth bland; of Salam Sapt. 28. 16582. She give her 'son' diagor identical half of the 16582. She give her bad soid to Mr. Garlord part of the money for it. When this house disappeared is cultured to the read of the this house disappeared is cultured vised to her daughter Elizabeth, with of flower Hashell, the other half. Hoper Hashell the other half. Hoper Hashell the other half. Hoper Hashell in his will devised one has been sold to the index of the salam and the other half to his some flooger, James to his wife and the other half to his some flooger, James and Samuel in his will and Samuel Island appearently reinased their interest in this land to his soul appearently reinased their interest in this land to Hashell, as he outher the 1700.

John Coment Lot. This lot of land was a part of a lot which belonged to Educated Grover in 1848. It belonged

Bases, Registry of Books, book 5, 1811 09.

Resex Registry of Deeds, book 1, leaf 30,





to John Grover of Salem, husbandman, Aug. 8, 1677, when, for sixteen shillings, he conveyed it to John Benet of Beverly, weaver. Mr. Bennett, for twenty shillings, conveyed it to John Conant of Beverly, carpenter, Oct. 3,

1677; and Mr. Conant owned the lot in 1700.

Jonathan Herrick House. This was a part of a lot of land which belonged to Edmund Grover in 1648. This lot belonged to John Grover of Salem, husbandman, in 1677. John Grover died in 1695, intestate. In the inventory of his estate, his dwelling house and orchard were appraised at thirty pounds. His widow Margaret Grover, as his administratrix, for twenty-nine pounds, conveyed the land and dwelling house thereon to Jonathan Herrick of Beverly, blacksmith, Nov. 20, 1696.2 Mr. Herrick, for one hundred and eighteen pounds, conveyed to Hazadiah Smith, sr., of Beverly, house carpenter, the land with the dwelling house, barn and a smith's shop thereon April 28, 1715; and Mr. Smith, for love, conveyed to his son Samuel Smith of Beverly the land with the dwelling house thereon Jan. 5, 1724-5.4 How much longer the house stood is unknown to the writer.

Joseph Trask Lot. This lot of land belonged to Joseph

Trask in 1698 and 1700.5

Benjamin Trask Lot. Osmond Trask of Beverly died in the winter of 1676-7, possessed of this lot of land; and his widow Elizabeth Trask married, secondly, John Gyles of Beverly. Mr. and Mrs. Gyles conveyed this lot, as she was the administratrix of the estate, to her son Samuel Trask Jan. 18, 1688; and Samuel Trask apparently conveyed it to his son Benjamin Trask before Oct.

³Essex Registry of Deeds, book 5, leaf 20. ²Essex Registry of Deeds, book 20, leaf 14. ³Essex Registry of Deeds, book 72, leaf 207. ⁴Essex Registry of Deeds, book 57, leaf 7.

^{*}Essex Registry of Deeds, book 57, leaf 7.

*There may have been a house upon this lot in 1700. Joseph Trask of Beverly, yeoman, conveyed this land with a dwelling house upon it to Samuel Trask of Salem Dec. 1, 1713 (Essex Registry of Deeds, book 36, leaf 44). Samuel Trask of Salem, blacksmith, conveyed the house and land to his son Samuel Trask of Beverly, weaver, Dec. 8, 1718 (Essex Registry of Deeds, book 36, leaf 46); and Samuel Trask of Beverly, weaver, conveyed the same premises to Samuel Bell of Salem, mason, March 1, 1736-7 (Essex Registry of Deeds, book 73, leaf 120).

*Essex Registry of Deeds, book 36, leaf 45.

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10. 1680. Benjamin Trask owned it in 1700. There was a house upon this lot in 1706, but when and by whom it

was built is unknown.

William Elliott Lot. Osmond Trask of Beverly died in the winter of 1676-7, possessed of this lot of land; and his widow and administratrix, who had married John Gyles of Beverly in 1679, conveyed it to her son Samuel Trask Jan, 18, 1688.1 Samuel Trask, "then living in Salem," blacksmith, for eight pounds in silver, conveyed it to William Elliott of Beverly, cordwinder, Oct. 10, 1689; and Mr. Elliott owned it in 1700.

Isaac Woodberry House. This lot of land was possibly owned by Osmond Trask of Beverly in 1675. He died in the winter of 1676-7; and perhaps it was subsequently owned by his son Samuel Trask. Robert Hibbert proba-

bly owned it next.

That part of the lot lying westerly of the dashes was owned by John Swarton of Beverly, tailor, April 27, 1687, when, for fifty dollars, he conveyed the land, with the house and barn thereon, to Isaac Woodberry, jr., of

Beverly, mariner.3

That part of the lot lying easterly of the dashes belonged to Robert Hibberd of Beverly as early as 1668. He died May 7, 1684, having in his will devised it to his wife Joane for her life and then to his son Samuel Hibbard. His wife Joane Hebbard and their son Samuel Hibbard, for fifteen pounds and four shillings, conveyed this part of the lot to Mr. Woodberry May 26, 1691.4

Mr. Woodberry died possessed of the entire lot and the buildings thereon at Bristol, England, Aug. 14, 1701, at

the age of twenty-one.

His father, Isaac Woodberry of Beverly, mariner, stated in his will that his wife Mary bought the house and barn and land in the name of his said deceased son. The father died March 11, 1725-6, at the age of eighty-four, having devised the buildings and land to his son Joshua Woodberry. How long the house stood is uncertain.

¹Essex Registry of Deeds, book 36, leaf 45.

^{*}Essex Registry of Deeds, book 9, leaf 78.

Essex Registry of Deeds, book 12, leaf 96.
Essex Registry of Deeds, book 12, leaf 95.

Daving devised the butter bouse stood is uncertain. *

Nathaniel Wallis House. This lot of land was owned by Robert Hibberd, sr., of Beverly, bricklayer, as early as 1668.

The middle portion of the lot was conveyed by Mr. Hebberd to his daughter Abigail, wife of Thomas Blashfield of Beyerly, fisherman, June 20, 1676; and Mr. Blashfield built a house upon the lot that summer. Mr. Blashfield became a husbandman, and, for sixty-five pounds, conveyed the house and land to Nathaniel Wallis of Manchester Aug. 31, 1680.2 Mr. Wallis removed to this house. He was born in Cornwall, Great Britain, about 1632.

The northwesterly corner of the lot, being orchard, was conveyed by Mr. Hiberd, for twenty shillings, to Mr. Wallis Sept. 30, 1680.1

The southern portion of this lot was conveyed by Joseph Hibert of Beverly, husbandman, to Mr. Wallis

Nov. 26, 1661.3

Robert Hibberd died possessed of the northeastern part of the lot May 7, 1684; and his widow Joan Hebberd and their son Samuel Hebberd, to whom he had devised it, for six pounds and fifteen shillings in silver.

conveyed it to Mr. Wallis March 13, 1689-90.4

Mr. Wallis died possessed of the entire estate Oct. 18. 1709. The house and land were then appraised at ninetyone pounds. In his will he devised it to his sons Caleb and Joshua. Joshua Wallis of Wenham, husbandman, conveyed to his loving brother Caleb Wallis of Beverly, cordwainer, his half of a mansion house and barn and the land, "being the dwelling house, barn and homestead that our honored father Nathaniel Wallis, late of Beverly, yeoman, deceased, died seized of," July 11, 1711.5 Caleb Wallis died Nov. 1, 1714, intestate. In the inventory of his estate this property is described as "six acres of land with an orchard and the dwelling house and barn thereon which was formerly the homestead of Nathaniel Wallis, father of the deceased," and valued at eighty pounds.

Essex Registry of Deeds, book 7, leaf 106.

^{*}Essex Registry of Deeds, book 7, leaf 107.

^{*}Essex Registry of Deeds, book 7, leaf 95.

*Essex Registry of Deeds, book 9, leaf 96.

*Essex Registry of Deeds, book 26, leaf 88.

part of the lot May T, 1881; and his widow Josh Beld

his estate this property is electrical as their norm of lause with an orehard and the doesling house and been thereon

The real estate was divided Dec. 26, 1722, and this house and lot was assigned to his son Joshua Wallis. Joshua Wallis was a tailor and lived in Beverly. For one hundred and forty pounds, he conveyed the lot with the house. barn and orchard thereon to Peter Groves of Beverly, joiner, Jan. 7, 1722-3.1 Mr. Groves died March 14, 1755; having in his will devised the homestead to his wife Mary and after her decease to his son Freeborn Groves, and if the latter should die without issue then to the testator's grandson Peter Groves of Beverly. The dwelling house was then appraised at twenty pounds; the barn at five pounds: the shop at two pounds; and the five acres of land at eighty pounds. Freeborn Groves died, intestate. in 1783; and his homestead of four and a half acres of land with the dwelling house, etc., was then appraised at two hundred and twenty-five pounds. How much longer the house stood has not been learned.

Samuel Hibberd House. This lot of land was owned by Robert Hibberd of Beverly, bricklayer, in 1668. He lived here, and died May 7, 1684. In the inventory of his estate, the dwelling house, barn and orchard were appraised at sixty pounds, and the thirty-four acres of land near the house at one hundred and nineteen pounds. In his will he had devised to his wife Joane his now dwelling house, barn, tillage and pasture land, being his homestead, for her life, and then gave the homestead to his son Samuel Hibberd, "if he doth behave himself dutyfully & obediently to his mother." Samuel duly behaved himself, apparently, and possessed the estate after the decease of his mother. He was a husbandman, and lived He died in the spring of 1702, intestate. inventory, the dwelling house was appraised at ten pounds, and the thirty acres adjoining at thirty pounds. Deborah Hibberd conveyed her one-sixth interest in the estate to Peter Groves of Beverly, joiner, Sept. 30, 1709;2 and Mr. Groves conveyed it to Robert Hale, Esq., of Beverly, physician, Jan. 22, 1710.3 Samuel Hibberd's daughter Abigail, wife of Daniel Eaton of Lynn, con-

¹Essex Registry of Deeds, book 44, leaf 130. ²Essex Registry of Deeds, book 59, leaf 12.

Essex Registry of Deeds, book 30, leaf 70.

The real estate was divided Dac. 26, 1722, and this house and lot was assigned to his son Joshua Wallia. Joshua Wallia was a miler and lived in Beverly. For one hundred and forty pounds, he convered the lot with the house three and cordered thereon in Prince Groves of Herearly lotter, Jan. 7, 1722. Alta. Groves died March 14, 1755. heaving in his wall devised the hermatened to his wife March 14, 1755. The dieter her devised to he management to his wife March 14, 1755. The dieter her devised to he hermatened to his wife March 14, 1755. The dieter her devised the hermatened of heaving house made in the constant pounds; the three acres of was then appreciated at two pounds; and the first acres of his dieter her devising house, on, was then appreciate at two hundred and investigate house, on, was then appreciate two hundred and investigate pounds. How meet longer two hundred and investigate pounds. How meets longer two hundred and investigate house, on, was then appreciate the decay has house stood her not been beauted.

Some Hilbert of Hevely, initiality in 1608. He hose the Holest Hilbert of Hevely, initiality in 1608. He lived here and died Mry 7, 1021. In the investor, at his exists, the dwelling house, have each ordered were at present at a sixty pounds, and the initialy-four across of had present the house in the head and excepted pounds. In the well he had devised to his wife Joneshie new dwelling house, hare, tilings and pasture tend, being into house here, tilings and pasture tend, being into house had then gave the horsestead to his some Samuel Hilbert, and the doth healers himself day interval had acted in the mother. Some doly interval had cause of his mother. He was a insteadous, and lived here. He was a insteadous, and lived here, the died in the spring of 1702, interaction. In his mother, the dwelling house drue approximation had the history, the dwelling house drue approximation of the one-stath interest as for the seather to Press Grover of Hever's, joiner fleps 20, 1700, and Mry Deborah Hilbert conveyed her one-stath interest for the each and Mr. Groves conveyed her one-stath interest fleps, of each and Mr. Groves conveyed her one-stath interest fleps, of each and Mr. Groves conveyed her one-stath interest fleps, of each and Mr. Groves conveyed her one-stath interest fleps, of each and Mr. Groves conveyed her one-stath linker fleps. Here of Heverly, physician, Jan. 20, 1710. Samuel Hilbertl's had all the conveyed it to Mahort flesh. Hilbertl's had all the conveyed it to Mahort flesh. Hilbertl's had all the conveyed her one-stath linker flesh and Hilbertl's had all the conveyed her one-stath linker flesh and Hilbertl's had all the conveyed her one-stath linker flesh and Hilbertl's her one-stath linker flesh and Hilbertl's had all the conveyed her one-stath linker flesh and Hilbertl's had all the conveyed her one-stath linker flesh and Hilbertl's had all the conveyed her one-stath linker flesh and Hilbertl's had all the conveyed her one stath and her one-stath linker flesh and her one stath and her one stath and

Enex Hegitty of Deeds, book 50; test 120 fixed in the sex 120 fixed in t

veyed her interest in the estate to Mr. Hale, with "a mansion or dwelling house" thereon, May 30, 1710. The real estate was divided Feb. 5, 1710-1; and the house and land adjoining was assigned to Doctor Hale by virtue of these deeds. How long the house stood after this date has not been determined.

The "general fence" which ran through this lot at the northeastern side of Prospect hill was the fence which included the common land in 1668. That portion of this lot lying easterly of this fence was granted by the town of Beverly to Mr. Hibberd in 1693.

DOCUMENTS RELATING TO MARBLEHEAD, MASS.

(Continued from Volume LV, page 80.)

[4 May 1696]

Captaine Legg

Upon application made by yourselfe and other Gentlemen concerned in the Fishery I was ready to gratify you with a convoy so far as might be consistant with the other Service proposed for his Majestys Ships into the Bay of Fundy which I made express mention of unto you, and did accordingly order Captaine Paxton to attend that Service, he then acquainting me only with the want of fifteen men and I understood you were ready to Supply them rather than to faile of his assistance, and I expected it had been done, and that he had been gone to Sea. But I have this day received a Letter from Captaine Paxton at Marblehead in which he advises me of the want of thirty men or more to compleat his number, and that he has not yet received any from yourselfe and the others

¹Essex Registry of Deeds, book 23, leaf 174.

veyed ber interest in the estate to Mr. Hele, with an mannion or dwelling house" thereon, May 50, 1710.1 The real retate was divided Eats 5, 1710.1; and the house and lead adjoining was assigned to Dogor Hale by strue of these dress leads for long the house stood after this date has not been determined.

The "general lengt" which the through this local the northenstern, side of Prospect hill was the lengt within included the common hand in 1995. That portion of this local length was granted by the torus of Howerty to Mr. Hibbert in 1995.

DOCUMENTS HELATING TO MARKINEHLAD, MASS.

(Continued from Volume LV, page 50.)

[4-May-1600]

Captaine Lore

Upon application made by yourselfs and other Gravis men concerned in the Fribery I was ready in craitly now with a convoy so far as might be consistent with the other betwee proposed for his disjectly Sings into the Say of Fundy which I made express mention of some you, and all secondingly order Captains feared action of site that Soivice, he then acquainting me only with the conformation of fifteen men and I understood you were ready reflered it had been done, and that he had been gone to one. But a it had been done, and that he had been gone to one. But a thirty men or more to complete his number, and that he thirty men or more to complete his number, and that he has not-yet neurical any from yourselfe and the others

Resear Magistry of Deeds, book 13, hal 174.

and therefore expects positive orders from myselfe to proceed that notwithstanding his falling so short of men, which is hard to put me upon, lest any misfortune should happen and he says then to return your men again will render him uncapable of future service. Besides the time is so far Spent beyond Expectation, That I fear his pursuing his orders already given him will dissapoint the other Service intended for him to the Bay of Fundy. am very sorry it so falls out; But I can do no other than to refer it to himselfe to consider what number may be sufficient to adventure his Majestys Ship abroad with safety If therefore he thinks he may go forth with the men he has and convoy the Fishing Vessels to the Fishing Grounds and so to return back to see to make up his complement for the other designe I have so directed. The French Privateer Sloop being taken and sent forth again in search for the Shallop and vessell, I would hope if she be surprized you will probably be secure to attend their business. I am sincerely desirous to assist you in this affair so far as will consit with his Majesties Service, and am

Your Loving Friend [Not signed, but in Stoughton's hand.]

Mass. Archives, vol. 62, pp. 89-90.

Unto The Honoured Generall Court now Sitting at Boston the petision of Nicholas Pickett of Marblehead townshipp: humbly Sheweth: that he the said Pickett was pressed out of the said town: and that in the Late expedition against the french in March Last past in His Majesties Service and the Countrys un- Captain Cauley he did then and their received a Shott which wounded him in suchwise that his wound made him uncapable of Stiring himselfe and by that means he became frozen and thereby hath Sufered extream Dolourous and exquisite paine and torment and at last for the preservation of his life was forced to endure the Cuting of his foott and Now Contineth very weake and uterly uncapable of doing any thing to help himselfe; or fall into any way to gaine A livelihood; and he being A very poor man having neither housing, Land, or other estate to relieve him and in A

Describ galvo letto !

[bued s'aurignet? ni tod bengie tok]

Hate The Handred Generall Chairs and Shaher at Boston the petisten of Nicholas Pictors of Nicholas Pictors of Nicholas Pictors of Nicholas Pictors from the control of the anti-town and that the the rest in the expedition equipment the fronch in Thireb Last rest in this did then said the Country and the tights control had then said the Country and the child had and the from an equipment of the him in socious that his wound made from an equipment him in socious that his wound made from an equipment that he that the country and exquisite three conditions and at leat for the present value of his chord of country westerned of the first that the the present value of his flow as forced to endure the Country and the fact and Now pairs to belp himselfer and of all into any way to gene A thing to belp himselfer as tall into any way to gene A thing to belp himselfer as tall into any way to gene A livelihood; and he being A very poor man laying acither threshood; and he being A very poor man laying acither housing, Lead, or other estate to calleye him and in A

very poor, miserable, and deplorable Condition he doth humbly suplicate and beseech this Honoured Court out of their Comiseration and Christian Compassion to consider his miserable and needy Condition and for the reasons aforesaid that this Honoured Court will be pleased to grant him some sutable suply for his future maintenance (he being a decriped man) in such maner as you shall see meett and your poor suppliant shall for ever pray for your prosperity

Nicholas Pickett

September 6th 1697.

September 10th 1697 Read in the House of Representatives

October 26, 1697 Read and voted in the house of Representatives that he shall be paid Ten pounds for this year: and five pounds per Annum afterwards out of the publick Treasury of this Province until such time as this Court shall so Cause to order it, otherwise: and that the charge of his Cure be payd by the province.

Sent up for Concurrence.

Penn Townsend Speaker 26th October 1697, Read and Voted a Concurrance. Isaac Addington Secretary. Mass. Archives, vol. 70, p. 356.

The Humble Petition of the inholders, and Retailors of the County of Essex to the Honorable Lieutenantt Governour, & Councill, & Representatives Convened,

February 12, 1700/1.

Humbly sheweth that whereas the honerable Generall Court Convened in May 1700 passed an act to his Majesty for the excise upon all wines, Luicours, & strong drinck, sould by Retail, thereto obligeing all licensed persons, to render an account upon oath of what strong drink they had in their houses, or dependencies thereof for retaile which act is very severe & hard upon the subject; it being impossible for us to sweare sic to what stong drink we had in our custody for sale on the twenty ninth day of June last, Because we did not take an exact account of what we had then in our Custody; not

very poor, missimble, and deployable Candition in doth humbly suplicate and heared, this Honouvel Come out of their Honouvel Come out of their Comissistion and Chargession to consider his missishing and needy Coulition and for the meaning adorrand that this Honouvel Court will be pleased to great him some someinteness great him some someinteness for both and the remainteness and the both of the court will be pleased to mean the mainteness ment and your poor supplimitabilities over pay for your poor supplimitabilities over pay for your preserver.

Nicholus Pickett

September fith 1687.

September 10th 1607 Head in the Hexas of Representa-

October 26, 1607 Read and vated in the house of Representatives that he shall be point Ton pounds for this year; and five sounds per Amount offserunits out of the publicle Treasury of this Province until such time as this Court shall so Cause to order in otherwise, say that the charge of his Caus he payd by the province.

Sent up for Concurrance.

Penn Townsond Speaker 26th October 1697, Repd. and World a Consuscence Issue Addington Secretary.

The Humble Petition of the Indolders, and Renders of the County of Essen to the Honorable Lieuwesse Government, & Conneill, & Representative Special

Humbly sheweth that whereas the honorable beautiful Court Convened in May 1700 passed an sot to hes kinger ty for the exclas upon all wines, instears, as eveny drines, sould by Helail, thereto abligating all instanced persons, to coulder an account upon ante of what strong drink they had in their bourses, or dependential thought for retails which act is very severe it, hard upon the voltiect; it being impossible for us to sweare at to what stong atong drink we had in our custody for selecte the treety night day of Juna last, Because we did not take an exact account of what we had then in our the tody; not

knowing any such Law was extent, as did oblidge us thereto The consideration of the impossibility of Rendering of such an account upon oaths as also the multiplicities of Oaths, accruing thereby, doth force us to pray your Honours; that you would superseede said act, & grant us liberty to pay what shall become due either as we paid formerly or else by agreement with the Comissioner of said County Francis Wainwright well respected of our said County of Essex, chosing to pay rather more excise, in this way of an agreement than than to be exposed partly to an impossibillity, & also to the multiplication of oaths. Praying that your Honours will redress us in this matter & not lett us be exposed to forfeitt our Recognicances which otherwise will certainly follow We humbly pray for your Fawour in this & will beg your belessing on all accounts.

> John How Abraham Peirkins Thomas Perley Samuell Hasaltine? Francis Crumpton Daniell Rindge Nathaniel Rust Junior Joseph Hartt Mary Geffords

Thomas Fiske
Thomas Freann?
Nathaniel Ingersoll
Waltere Phillips
Joseph Ingalls
Robert Brisco
Richard Trevet
Will Watrs?
William Woods

February 20th 1700 Read

Mass. Archives, v. 111, p. 68.

To The honourable Leutenantt Governour Councill and

Representatives In Generall Courtt etc.

The Petition of Nicholas Pickett a Souldier wounded in his Majesties service, Am Inhabitant of the Towne of Marblehead

humbly Sheweth

That whereas att a Generall Court Upon the 26th day of May 1697, and Continued by prorogations unto the 13th day of October Following, Itt was then Votted that there should bee Allowed outt of the publick Treasury Unto Your poore Petitioner the summe of tenn poundes for that Yeare, And Five poundes per Annum Afterwards, till farther order, and alsoe the Charge of

knowing any arche Law was extent, as alid oblidge, as thereto. The consideration of the impossibility of liberders ing of such as areacon upon cathe as also the municiplication of Oaths, actualing thereby, doth force as to pray your Honours; that you would supersenie said act, as great as liberty to pay what shall become due aither as we paid to liberty to pay what shall become due aither as we paid for a she by the extender with the Course sincer of said County Praises Watneyight wall respected of our mid County of Essex, charing to pay wither more excise, in this way of an egrecount than to the analyses of earthy to an impossibility, as also in the sandapline as the this malter is not left we have the county that your theorem will restress the this malter is not left us he are not contain an honours which otherwise will servere become in this 2, will large your become

John How A bruban Perking Thomas Perky Snauell Hasslane Francis Coumpton Easiell Hasslane National Resign Actional Resign Joseph Hast Joseph Hast Jary Gelbris

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William Wants

Many Avidous a 277, a cold

To The honourable Leptensont Severnous Lorent and Representatives in General Court of

The l'etition of Moboles Pickett a Soudier wounded in his blajesties service, Am Inhabitant at the Source of Marbiolessi.

bumbly Shewill

That whereas att a Generall County Upon the State day of May 1897, and Continued by protogetions auto the 18th day of October Following, Its was then Vetyed that there should has Allowed out; of the publick Treasure, Illato Your poore Politioner the saranus of sens poundes for that Tears, And Nive poundes per Annual Actorwards, till farther order, and after the Charge of

the Cure to be defrayed by the Publick, as by said Vote may Appeare, and whereas your poore Petitioner being now Fifty six Yeares of Age and more and not able to doe anything to help himselfe towards a Livelyhood, and findeing that Five poundes a Yeare is not sufficient Maintenance, butt must Inevitably suffer, Doth there-for most humbly Pray Your honours etc. well to Consider my Low Condition, and Grant mee such farther supply toward my Maintenance, as may bee in some Measure sufficient for mee in Aged Estate and Weake Condition as alsoe for the Cureing the wound which is not yett Perfected.

And Your honours Poore Petitioner shall ever pray as

in duty bound etc.

Marblehead May 20th 1701 N. P.

June 27th Read 1st and 2d time and third time in the

house of Representatives

And Resolved, that hence forward there be paid the petitioner out of the Publick Treasury a Stipend of Seven pounds per year annually in Lieu of the five pounds per annum formerly granted him

Sent up for Concurrence

Nehemiah Jewett Speaker.

In Council June 27th 1701, Read and past a Concurrance.

Isaac Addington Secretary.

Mass. Archives, vol. 70, p. 524.

The Towne of Marblehead humbly Supplicates The honourable Leutenantt Governour, Councill and Representatives etc. Dewly and Trewly to Consider off, and seasonably to provide for, the miserable decayed state of Theire Fortifications, and stores of Warr (Perticular accompt of which hath bin already sent to the Commissary General) Prayeing well to Consider the scituation and Accomodation of the Portt for ships and Martt of Fishery (which his Majestie hath alwaise desired to Incouridge) And wee Farther pray that noe Ill Representation may prevent the Fortifieing soe Commodious an In Lett to the Danger of the province, or to Damnify the Principall Manufactory of itt.

And your Poore Petitioners shall Ever pray etc.

the Care to be defrayed by the Publish, as by said Voto may Appeare, and whereas your poors Petitioner being now Fifty six Yeares of Age and more said not able to now Fifty six Yeares of Age and more said not able to do anything to help blueslife towards a Liveryheed, and findeling that Five poundes a Yeare is not confident Main tenance, but must be firstly and a Main to Care the Condition, and Grant mee and factors supply toward my how in Aged, Falats and Writing Chaddison as allowed for the Gureing the wound which is not yest Parieded.

And Your bonoun Poore Petitiones abalt over pury as

in doly bound ofe

1 M F 20th 1701

June 27th Read let and 2d time and third time in the

And Hearival, that hance forward there he puld the poststones and of the Public's Transcry's Supend of Server pounds per year accountly in Lion of the dva-pounds per annual formerly granted has

Walnesday Tarona Say lose

In Council June 27th 1701, Roud and past a Consurrance. Issay Addingson Secretary.

The Towns of Marbishead bumbly Supplicates The boncomble Lentenanti Governour, Councill and Representatives ofn Devely and Trowly is Councille and Representatives ofn Devely and Trowly is Councille of the office of the massessile develop and state of Theire Fortifications, and street and Warr (Postgreiter accompt of which but bin already soul to the Latinous and Councille of the Ports for ships and Marts of Take ory (which his Majestic bath alwaise sheated to Incomplete the Forther pray that social Representation may ordered the Forther pray that social Representation to the Danger at the province, or to Danually the Principal Manuality of the Principal Alexanders of the Principal Alexande

And your Poore Puttlement

Att a Towne Meeteing of Marblehead June 23 1701 etc. Itt was ordered that the Select men signe this Pettition on behalfe of said Towne

Select men off

Marblehead

John Browne John Stasey Benjamin James Richard Trevet George Jackson

In Council 5th September 1701, Read and sent down. In the House of Representatives, September 6th 1701 Read, The Question being Put whether any Allowance be made in Answer to the above Petition? It Passed in

the Negative.

In the House of Representatives, February 24th 1701, Read and Resolved, That the Sum of forty Pounds be Allowed and Paid out of the Publick Treasury to the Town of Marblehead toward the repair of their fortifications, and for stores of War, Provided said Town Advance and Expend the sum of sixty Pounds more for the service aforesaid so as to make the whole an hundred Pounds.

Sent up for Concurrance

Nehemiah Jewett Speaker

In Councill February 24th 1701

Read and past a Concurrance and Consented to

Eliakim Hutchinson Penn Townsend John Appleton Nathaniel Byfield Benjamin Browne Elisha Cooke
John Hathorne
Elisha Hutchinson
Samuel Sewall
Peter Sergeant
John Foster
Jonathan Corwin
John Walley
Nathaniel Thomas
John Higginson

[All autographs]

Mass. Archives, v. 70, pp. 530-1.

(To be continued)

Atta Towns Meckeing of Murchebead June 28 1707 alor. Its was ordered that the Select man vigue this Petting on behalfe of said Laure.

No nem jonies,

John Street Benjamin Jane Richard Trovet

Marblebead

In Cannell 5th September 1701, Newl and sent down.
In the House of Representatives, September 5th 1701
Read, The Quarties Seing Post whether any Albertain
be made in Answer to the story Pertilage? In Insent in

the Negative

In the House of Representatives, February 24th 1701, Read and Resolved, That the Sun of forty Ponnie in Read and Resident Original Powers to the Town of Maritices forward the renair of their formations, and for stone of Navillands and Town Advances and Expend the sun of sixty Pounds more less the service elements for me to make the whole he limited of Ponnie and Resident the sun of sixty Pounds he limited the Ponnie and Resident the sun of sixty Pounds he limited the Ponnie Resident R

Sent up for Concurrance

Volument Sewell Species

In Councill February 23th 1701
Read and past a Consumus and Consuming to

Links Cooks John Hallmann Ellens Hambres Entrois Second

Poter Serges John Forter Journal of Serve

John Higginson

Mane, Archiver

Eliskim Haushinson Pem Tawasand John Appleton Nathandel Byfield Benjamin Browne

[migargoma u.A.]

ALPHEUS CROSBY.

BY ROBERT S. RANTOUL.

Professor Alpheus Crosby, the second principal of the State Normal School at Salem, came of a family by no means inconspicuous in its origin or its achievements. The name is supposed to be a form of "Crossburgh" or "Crossbury," by which name the Danes designated the hamlets marked with a Cross, planted by them along the Eastern Shore of England. Eight such towns are traced in the North of the Island, at each of which the Danish settlers are said to have planted a Cross in token of their occupation. The Crosby family runs back, of record, to 1204. Savage and other genealogists find the stock at Cambridge, then Newtowne, in 1635,—Simon being a freeman in 1636,—selectman in 1637, 1638,—his estate passing to one Brattle, and since occupied by the Brattle House. From Cambridge they spread to the Merrimac Valley, into New Hampshire, and to Maine. In two centuries, they had sent a dozen graduates through Harvard and as many through other New England col-They have borne their share as pioneer farmers and Indian fighters, besides bearing commissions in the old French and British wars, but mostly they have been physicians, surgeons and preachers. The name Alpheus first appears in 1739. One of the family named Alpheus witnessed the execution of André. They have intermarried with the Fitches, one of whom was Governor of Connecticut,-one the first president of Williams College, and one applied steam power to navigation. It is not without interest to note here that a Crosby married a Stoddard of Salem, another a Pierce of Salem, and that the first wife of Colonel Samuel Cook Oliver was a Crosby.

Professor Alpheus Crosby, the subject of this memoir, was a worthy scion of such a stock. He was born, Oc-

ALPHEUS CHOSEY

CHURAR A TERROR VIL

see had their country and other to maleging and the stock at Cambridge, then May lower, in 1845, Shorn logos. They have bords their share as placedy transpar with the Fitches, one of whom was Governor of Coloriestone one the first president of Williams Collings, and one

Professor Alpheus Crosby, the subject of this manniff, was a worthy scien of such a stock. He was born; Om tober 13, 1810, at Sandwich, a hill-town of New Hampshire, where his father had acquired a homestead farm twenty years before and had built up a wide, general practice in surgery and physic. There were six brothers of them, all more or less distinguished. One of them, Nathan, Police Justice at Lowell for thirty years, was a valued contributor to our Historical Collections.

Professor Crosby died at Salem, April 17, 1874. He was twice married. His first wife was Abigail Grant Cutler, born at Newburyport, where they were married, in August, 1834, and where she and the Professor lie buried. She died in 1837, in France, where they were journeying for her health. He married, later in life, Martha Kingman, sometime a teacher in the State Normal School at Bridgewater, of which she had been a graduate, who before their marriage had become an assistant in the Salem Normal School, and who survived him more than forty years. She died at Bridgewater, in her eighty-third year, in 1915, after a service of twenty-five years on the local School Board, in which office she acted as the Superintendent of Schools for Bridgewater until the function was discontinued. When, in 1911, ill-health constrained her to retire from the Board, the town recorded

a vote of sympathy and veneration.

Professor Crosby was graduated at Dartmouth at the age of seventeen, in the class of 1827. He was a tutor there for three years, and then spent a year or two in the Andover Theological Seminary. He was licensed to preach in 1833, but in that year became Professor of Latin and Greek at Dartmouth. In 1836 and 1837 he was travelling in Europe. By 1849, heterodox theological views had made his position at Dartmouth an uncomfortable one, but he retained his home in Hanover until 1854, when he became the Agent of the Massachusetts Board of Education and State Lecturer in the Teachers' Institutes, making his home in Boston. In 1857 he took charge of the Salem Normal School, which had been in operation but three years. This was its formative period. Horace Mann had been, at his own expense, in 1843, scouring Europe in search of hints for the better development of the Massachusetts system. The first Normal ober 18, 1810, at Sasdwich, a bill-town of New Hames shire, where his father had acquired a hemestead farm sweety years before and had built, up a wide, general practice in surgery and physic. Thank were six brothers of them, all more or less distinguished. One of them; Nathan, Police dustice at Lewell for thirty years, was a valued contributor to our Historical Collemina.

Protogor Crosby died at Erico, April 17, 1814. He was twice married. His flow with was Abiguil tireat Catler, born at Nauburrjeer, where they were convined in August, 1824, and where she and the Protessar He barried. But died in 1837, in France, where they were the barried, leave they were fourneying for her health. He married, leave in the Martha Kingman, sometime a toucher in the State Normal School at Bridgewater, of which abe had here a gradually who below as mistasts in the Salem Normal School, and who airraved him name, then forty years. She died at Bridgewater, in her ciging third year, in 1915, after a notwice of treatpoints a pairs on the local School Board, in which office also asked as the first powers and the first was illegent of School Board, in which office also asked as the first powers and the first state to mine from the Board, the town tremship at the contract of School What, in 1911, ill-holder constitutions had been abled to the first course of the constitutions at a contract from the Board, the town tremship

Processor Crostly was graduated at Thermonics at the age of seventeen, in the class of 1877. He was a raine there for three years, and then speat a year or two is the Andover Theological Seminary, the was firstand to present in 1838, but in that year became Transaction of Latin and Greek at Dartmouth. In 1828, and their terminary in Europe. By 7849, hearthcoard their first their coal views had enade his pression at Uniteraction an energy coal views had enade his nome in Hamover well-stands one, but he retained his home in Hamover well-stands one, but he retained his home in Hamover well-stands on Education and State Leutener in the Massachusest Board of Education and State Leutener in the Tombert College of the Salem Normal School, which had been in 1843, operation but three years. This was its formal we carried charge of the Salem Normal School, which had been in 1843, operation but three years. This was its formal we carried though Farrope in search of his own expense, in 1843, securing Farrope in search of hists for the baller develop.

School had been opened at Lexington in 1839, and removed to Framingham in 1855. The Salem school was the fourth in date. Methods were crude. Public confidence in the scheme of state education was yet to ripen. Strong men were needed to recommend the system, -men experienced in approved methods of teaching, -men of practical, good sense, and unerring judgment in educational matters, and high ideals. Professor Crosby was one of these. He had been a successful superintendent of schools at Newburyport. He had an instinctive intelligence as to what a public school system might fairly be expected to effect, and what it was bound to discard. His genius for imparting knowledge was as great as was his genius for absorbing knowledge. He was that rare phenomenon of nature—a petted infant prodigy grown to be a well-balanced man.

Professor Crosby was a born educator. He grew up with broad views of what education means, and his family history shows that these views were ingrained. He had a grandfather who commanded a company in the battle of Bunker Hill, while his father was a New Hampshire country doctor, with a family practice bounded by a radius of twenty miles-no bad schooling for a healthy altruism. When the son cast in his lot with us in 1857, it was felt that the working forces which made for social betterment in this community had gained a notable accession. The Commonwealth and every section of it needed such men to carry forward to its legitimate issue the costly and momentous experiment then in hand. Essex County was not without such men. Henry Wheatland was one of them. Professor Crosby was a welcome ally, for he was devoted and well equipped. Besides being eminent in general scholarship, he was so well known among linguists as to be assigned a place on the Greek Examining Board at Harvard College, where his services, according to Wentworth Higginson, another member, who had also known him in educational matters at Newburyport, "were simply invaluable."

He had entered Dartmouth in 1823, not yet thirteen. He was at the head of his class, in which he was the youngest of some fifty odd members and without a rival, School had been opened at Lexington in 1859, and removed to transmingtage in 1855. The Salvin consol was fourth in data. Methods were creds. Fuldin considere in the scheme of such allocation was ful to ripout Strong past were needed to recommend the system,—non a specifical, good sense, and mathods of seating,—non of solved mathods of seating,—non his street one of these. He had been a measured superintendent for street one of these. He had been a measured superintendent linguage as to what a public school system might salvy to disconding and what it was booked to discond the street when it was booked to discond his genius for imparing knowledge, his was as great as sense his genius for absurbing knowledge, his was the salvy man had not contained an analysis of the man day of the man day of the phic genius for absurbing knowledge, his was the san day one of the man of minus—a paired indiant producy, ground the noncommon of minus—a paired indiant producy, ground

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He was at the head of his class, in which he was the vouncest of seme fifty odd members and without a rivel.

-accepted from the start as "facile princeps." Upon graduation, he taught a preparatory school in Hanover for a year, and had then been for three years a college tutor. Two years at the Andover Theological Seminary followed, and before he was twenty-three he had returned to his Alma Mater as Professor of the Classics. His success as the ideal teacher is attested by a host of scholars whose marked careers began under his instruction and guidance. He resigned his professorship in 1849, and devoted some years at Newburyport to the care of his late wife's invalid mother, now a widow. His Greek grammar, theological investigations and the superintendency of schools at Newburyport occupied his time until, in 1854, he entered the service of Massachusetts as agent of the Board of Education, visiting schools and lecturing on educational topics. The New England Journal of Education printed at the time of his death an appreciation of him from the pen of his successor, Professor Hagar, to which this memoir is much indebted. When he was nine and onehalf years old he had read the Greek Testament and all the Latin required for admittance to Dartmouth. He had mastered all the earlier branches of English, arithmetic, algebra, geography and grammar. What to do with such a phenomenon was a puzzle. "He showed no sign of fatigue,"-" never had to be told a thing twice,"-" loved fun and sports,"-" his health was perfect." His brother took him to Hanover for a roommate in his senior term in 1820. Rufus Choate instructed him in Greek, and James Marsh, later President of the University of Vermont, in Latin. Professor Adams tested him in Euclid, and joined with the other two tutors in their astonishment at his powers. They found him qualified to enter college, but advised against that course as not promising the best use of collegiate opportunities. In 1822 he entered Exeter Academy for a year. He was recognized abroad later in life, especially at Edinborough, as one of the few great Greek scholars the country had produced. He made a tour of Europe and a tour of our Southern States. His theological study at Andover carried him so far as to be licensed to preach

by that conservative body. He published a Greek Lexicon. At Dartmouth, while a professor, his heterodox leanings had to some extent impaired his standing with the faculty. While domiciled in Boston, he was, with John A. Andrew and Julia Ward Howe, an attendant on the preaching of James Freeman Clarke. He was then acting as an agent of the State Board of Education in recommending to the people at large, through public addresses and teachers' institutes and serial publications, the new school system, which had not then quite won its way to general favor. Charles W. Upham and Nathaniel P. Banks had preceded him in this function, and I think he was succeeded by George S. Boutwell. Although he came to Salem as a stranger, he was soon made superintendent of the First Church Sunday School. While in Salem he was a trustee of the Lyceum, an active officer of the Institute, and, for ten of his eighteen years' residence, the president of the Athenaeum. The interests of the Normal School he made his own. Fatigue and rest seemed to have no place in his vocabulary. His means made him independent of his salary, and if he discovered a lack of anything at the school, be it books, school appliances, charity funds, or what not, so far as he could be supplied it. One might well define "a publicspirited citizen" by pointing to Professor Crosby. No passionate devotee of the Greek civilization could well be other than a public-spirited citizen.

Professor Crosby was in Salem throughout the crucial four years of the Civil War. No public exigency arose in which he was not promptly ready to bear his part. He took an outspoken stand upon all the ugly questions which were daily cropping up, and what he said weighed, because we all saw him to be a student of public affairs and absolutely genuine in his love of country. It was in this connection that I saw most of him. To those of us who were busy trying to have war-problems rightly understood and solved, he was a tower of strength. He stood like a rock in his silent rebuke of the self-seekers who do so much to debauch our political life, and who attach themselves, as though they were the born daughters of the horse-leech, to every noble cause. When he could

Professor Growby was in Salem throughout the sensial four years of the Civil War. No public exignory stock in which he was not premptly ready to hear the part. He took an outspoken classify cond wint he said weighed which were daily cropping up, and wint he said weighed, because we all saw him to be a student of public stairs and absolutely generate in his love of country. It was in this connection that I saw most of him. To these of we who were busy trying to have year-problems rightly understood and solved, he was a fower of strongth. He stood do so much to debruch our polytical life, and who attach the much to debruch our polytical life, and who attach the moselves, as though they were the form daughters of the horse-level, to every noble cause. When he could the horse-level, to every noble cause. When he could

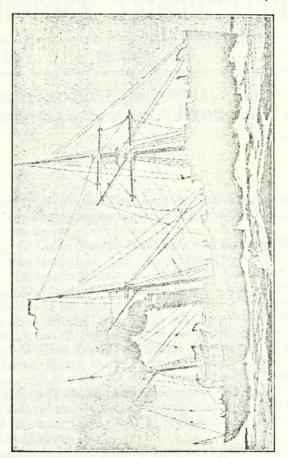
not throw himself with his whole soul into a projected movement, he held himself entirely aloof. His tongue

knew the shibboleth of no party, cult or sect.

At last the war was over and he had closed his work in the school. He gave the ten years of life that remained to the revision of his many textbooks in Greek and Mathematics which had been received with favor,—to the preparation of a primer for the use of illiterate freedmen,—and to the conducting of the journal the declared object of which was, "Reconstruction on Equitable Principles."

not throw bimeelf with his whole soul into a projected movement he held biment entirely alone. His tongos

At last the cur was ever and he had closed his work in the school. He gave the ten years of life that remained to the revision of his many textitooles in Greek and Markersation of his meny textitooles in Greek and Markersation of a prister for the new of illiterate freek men,—and to the conducting of the featured the declared object of which was witnesservingles at Repaired of September 1.



STEAMER "CHESAPEAKE" BUILT IN 1849
Seized by the Confederates in 1863



HISTORICAL COLLECTIONS

OF THE

ESSEX INSTITUTE

Vol. LV

OCTOBER, 1919

No. 4

A GENEALOGICAL-HISTORICAL VISITATION OF GROVELAND, MASS., IN THE YEAR 1863.

BY ALFRED POORE, M. D.

Went with Amos B[oynton] to Groveland Nov. 27, 1863, and the water was so high that we could not come

across the ferry.

Dec. 4. John Merrill came here and says that William Duty who resided on our place was a very courageous man. He was in the Bunker Hill fight and stood close by Maj. McClary of Chichester when a four pound ball struck him in the back and killed him. William Duty had a sister Eunice who could take up a barrel of cider and drink out of the bung; also a sister who was the wife of William Rowell of Salem. Children: Washington, James, Moses, Duty, Polly, who mar. Alfred Snell; Levina, who is widow of Jona. Rowell; and William, who mar. a Merrill and had children, one of whom mar. John Deny's daughter. Obadiah Foster, who married a daughter of William Duty, had a brother John Foster who lived in Hudson.

Leonard Merrill's place used to belong to Simon Johnson. Smith sold it to John and his father Joshua, and they sold it to Leonard Merrill.

Note. This is a continuation of the house-to-house journeys made by the author in various Essex County towns in search of genealogical information and family lore. The Andover visitation was published in the Historical Collections, volumes XLVIII-LV.

Dec. 4. John Merelll cares here and as a that W. Client Daty who resided on our place was a very antisuppose.

Rev. John Page, grandfather of Mrs. Brickett Bradley, was born in Salem, N. H., near Temple Roberts', and died in 1782, aged about 45. He married Molly Stevens, a half sister to Daniel Huse of Methuen, who was brought up and adopted by Maj. Wright, who resided near Thomas Webster's. Joseph Wright, his first son, was named for Maj. Wright, b. Feb. 2, 1765, and d. Jan. 20, 1845. Mrs. Bradley's mother died Mar. 30, 1850, aged 78. Mrs. Bradley has an aunt on her father's side (Peak, who is widow of Samuel Morse), now alive in Hampstead, and two uncles on her mother's side (named Little), now liv-

ing, one in Danvers and one in Bangor.

Aaron Copp once lived in a small cottage just between the Atkinson farm house and Downing's. He was a great story teller and could repeat all of Aesop's fables. He died about May, 1810, aged 90, when Capt. Smith and John J. Merrill were about 12 or 14 years old, and they watched with him. His wife died some years before him. Old Mrs. John Head, who came from Connecticut and lived at one time in the Brickett house, kept his house. Aaron Copp's only child that we hear of was Joshua, who married a Jameson from Windham, a sister to old David Jameson, and lived near Oliver Taylor's mill. Children: Moses; Joshua, who now resides in Derry; Aaron, who d. unm.; and Melinda, who married some one after she had had several illegitimate children. Old Aaron Copp was in the Revolutionary army and had a pension.

Eben Parker, who came from Boxford or vicinity, bought John Spofford's place, where David Dustin now resides, in N. Salem, and had a son Edward whose widow

is in the poor house at Salem.

Jan., 1864. John Spofford above came up from Georgetown or vicinity, and his wife was a sister to Mr. J. J. Merrill's mother, and had among their children Betsey, who died unmarried, and Thomas.

David Nevins, grandfather to Mr. Nevins of Methuen, resided up by Policy Pond, and was a great story teller

to please the young.

Leverett S. Ordway, with his brother boarding with

Rev. John Page, grandlather of Mrs. Hrickett Bradler, was bore in Salom, N. H., same Temple Released, and died in 1782, aged about 45. He married Medy Stavets, a but hister to Reart Hose of Methods, who will be not Thomas a but hister to Reart Mark Wright, who resided near Thomas Webster's. Jeseph Wright, his dies son, was named for Might, Wright, b. Feb 2, 1705, and d. Jen. 20. 1815, Mrs. Mrs. Wright, b. Feb 2, 1705, and d. Jen. 20. 1815, Mrs. Mrs. Bradley's mother tiled Mars. M. 1850, aged 78. Mrs. Bradley has an wint on her furber's and (Paul, who is two oneles on her mother's aids (named Little), reve inception on the Mange on the Mange of Bangon.

Annot Copp suce lived to a small entirge just between the Alkinson farm house and Downing's. He was great story teller and could repeat all of freedy's lables. He died about Also, taile, eyed for when Capt. Smith and John J. Mervil were about 12 or 14 years old, and they watched with him. He wife died some years onlow him Old Alex John Mest, who name trong Connectical and lived at one time in the Brichett house, here his happen lived at one time in the Brichett house, here his happen Ander Goppin only child. That we had all who first only child. That we had all who first in the lived near Oliver. The lore to off David Jameson, and lived near Chival Theslor's mill Anion, who down resides in Marcy Children house attended a near and Medicals, who morrised agent Anion who denoted account flogicionals obtained. Old

Eben Parker, who came from Borrford or vicinity, bought John Spollord's piace, where David David, naw resides, in M. Salem, and but a son Edward whose water

Jan. 1884. John Spofferd above come up from

tell earthful med grown had bee redion alliviel. I. L

David Nevine, grandfather to Mr. Nevins of Mediural resided up by Policy Pond, and was a great story teller to please the young.

Leverett S. Ordway, with his brother boarding with

him, removed from his mother's house up to the old Bacon farm that they have purchased April 15, 1863. Charles Watson Brown came to live with them Monday

before Thanksgiving, 1863, from Mrs. Langley.

Benjamin Pike enlisted in the autumn of 1863. John Pike left Mrs. Langley's in the spring of 1863 and went to Danvers, and since that has married —— Page of Salem and resides there. Thomas Stickney left Mrs. Langley's in the spring of 1863, and his wife keeps house in Newburyport.

Joshua Ordway left the Bacon farm when Ordway

came and is in East Haverhill near the ferry.

Ezra Hardy's family same except that Jacob's daughter (Hannah?) came home Jan. 7, 1864, with a husband and three children.

Rufus C. Hardy and three sisters still remain the same. He did not keep school but a few days in the

spring of 1863-4.

In the house belonging to widow Cook's heirs has resided since May, 1863, Nathaniel H. Downs, from Georgetown, whose wife died at P. Jacques' house about August, 1862, when he was in the army. He has a house-keeper Sophia, daughter of —— Carter, who has two

children by William McCrillis.

Nathaniel Hayes, son of Thomas Jefferson and Abigail (Hayes) Downs, born in Rochester, N. H., in 1814, married Lydia Ann Hull, a sister to Mrs. Jaques, who died May 26, 1863, aged 47. Children: Warner, b. Jan. 30, 1838, in East Bradford, where Benjamin Jaques now resides, m. Emma Jane Dobson in Taunton and resides in Taunton, no children; Thomas Jefferson, b. in Mary Parks' house Nov., 1834, unm., probably in Danvers; Susan Maria, m. Moses B. and resides in Groveland, b. E. Bradford, where Nelson resides; Hannah Leavitt, b. Danvers, Feb., 1844, unm., at home; Samuel Hull, b. Georgetown, Sept., 1847, at home; Fred Plummer, b. Georgetown, April, 1850, at home; Charles Edwin, died young.

Sophia (Carter) McCrillis has had three children: Hannah Elizabeth, died young; Woodbury Colby, b. in

Salem and realder theres Thomas Stickney left Alm

1838, in East Bredford, whore Benjamin Lowes new resides, m. Emma Jone Dobsto in Taxanton at a sadies in Taxanton, no children; Thomas Jertaron, in in Mary

Rochester, N. H., August, 1850, and resides in Lebanon, Me., with his uncle George McCrillis; Frank Pierce, b. in Lebanon, Me., Oct., 1852, and resides in Jackson, N. H. Mr. Downs enlisted in a company of Lancers, but they could not get it full, and he went into the 14th Mass. Regiment, Co. L, Feb. 19, 1862, and was discharged, on account of having his hip injured, July 16, 1862. Came from Georgetown Aug. 9, 1863. Mrs. McCrillis was a daughter of Robert and Lydia (Perkins) Carter, b. in Jackson, N. H., March 3, 1826, and came to G. July 9, 1863.

Enoch Harriman's family is the same. Widow Sewell Hardy has Henry, Mansel, Sewell, Caroline, Mary and Darius Hardy, Nelson's wife and her daughter Lydia Eliza. Mansel was in the 48th Regiment, in the same company that Darius was in when he was killed at Port Hudson. A letter published in the Newburyport Herald gives an account of him.

John Hardy, son of Sewell, removed his family to South Groveland when he was in camp. Aaron W. Hardy moved into his house and has three children now. He also had a son, Mansel, b. May 5, 1863, and d. about May

27th.

John Cook and his father are the same.

Henderson's family same except Leonard who boarded at home and his wife in Georgetown. Caroline has tended store for her uncle Harrison Harris for about two years.

John Harris' family same, two children unmarried.

Irena (Hardy) Nelson went out to her place July, 1863, from Eben Jewett's, where she had been since the spring before.

Henry Fegan went to Erastus B. Stickney Feb. 3, 1863, and now Jewett Hardy after they had buried two children

there.

William Page, m. Mary Ann, daughter of James Fegan, and resided on the Benjamin Nelson place, and they have a daughter Imogene, b. Nov. 19, 1863, in Groveland, son of William Thomas, b. N. H., and Mary Ann, b. Georgetown.

Hochesten, N. H., August, 1850, and residue in Lebenou, Me., with his works George McGrillis; Frank Proves, h. in Lebenou, Me., Oct., 1852, and renders in Jackson, M. H. Mr. Downs calluted in a configure of Lancers, but they could not get in full, and he want into the 14th Mass. Regiment, Co. I., Feb. 19, 1862, and was discharged, on from Georgetown Aug. 19, 1862, Aug. 10, 1862. Come from Georgetown Aug. 19, 1863. McGrillis was a daughter of Robert and Lydia (Parking) Carlet, h. in Jackson, M. H., March S., 1829, and came to G. July 9, 1868.

Encel Harriman's lamily is the same. Widow Sensil Hardy has Henry, Manuel, Sewell, Caroline, Mary and Darins Hardy, Malanda will and her denghier Lydin Biliza. Manuel was in the 13th Regiment. In the same congrany that Darins was in when he was killed at Port Hudson. A fetter published in the Newburggort Hauld gives an account of him.

John-Handy, non of Sewall, reisoved his samily to Semily Crowniand when he was in comp. Anno W. Mary S. 1893, and d. about Mary S. 1893, and

John Cook and his father are the same

Hendemon's family saint except Leanard who hourded at home and his wife in Georgetown. Carolina has been tended atoms for her unale Harrison Herris for about two years.

John Harris (study same, two oblines; immersial, leans (limity) Nelson went out to thus place lety 1863, from Ebon Jewen's, where the had been given me

Henry Fegun went to Erastus B. Stekney Feb. 27 1970, and now dewett Hardy after they had turned two shill see

there.

William Peye, m. Mary Ann, daugiter of dames buran, and resided on the Benjamin Neison place, and they have a daughter dimogram, b. Nov. 19, 1868, in Oroveland, son of William Thomas, b. N. H., and Mary Ann, b. George

John B. Hardy, w. Mary, and her Mary and George B. Asa married William Dorkins' daughter Maria about August, 1862, and she boarded at his father's until Nov., 1863, and went to West Newbury to reside with Eben Carleton. He was nine months in the 48th Regt., Co. B. No children.

Aaron W. Hardy moved out of the house next to his father Feb., 1863, and David Daniels came from West Newbury into it in the spring of 1863. Fish dealer and has children.

Josiah Ricker's family the same. Aaron W. Nelson the same. Eli Knox same. Ira Hardy same. William Ricker same, except Sarah, who married Frank Hull, son of Gilman and Adeline (Rogers) Hull, and came from Georgetown to Groveland, Nov., 1863. They have a daughter, b. Georgetown, 1862.

Frank Jaques, wife and three children. Rogers, whose wife died in 1863, has with him a widow, and they have

each two children.

Mrs. William Fowler, Jr., went to board with E. P. Jewett in the winter of 1863-4.

Moses Stickney same. Eliezer Savary in Moses' house same. Mrs. Capt. Stickney, Betsey, and Mrs. Searl. The

teacher boards with Mrs. Stickney.

O. Emeline Hardy kept the summer school. Abel Stickney the same. Moses Adams, wife and Charles. Charles came home from Concord, N. H., about Nov., 1863, where he had been since Sept., 1862, for one year. George Adams same, except he has enlisted in the navy, but sick in hospital.

Samuel Harriman, wife and Hiram. Moses was drafted, but got a substitute, and gone to Bradford and let him-

self to Albert Kimball, April, 1862.

Charles Harriman's son Charles died in Marlboro, Nov. 20, 1863, and they have a daughter Mehitable, b. Oct. 12, 1863. Martha has been gone to Marlboro since Dec., 1862. Samuel is in Springfield, Ill.

Moses Hardy, son D. Sumner, enlisted, and his wife

still resides with Perkins Hardy.

Al. Colby and Henry Woodman removed up to Stick-

Semual Harriman, wile and Harm. Money was del " ... but not a substitute, and gone to Bredford and it

ney's from the Quaker Hill house and John Hill came.

Hoyt, Nathaniel, is at home. John has enlisted again. Sarah, wife of Harrison Elliott, came home and died Aug. 31, 1863, just ten years after her mother. Her husband is a machinist. Children: George, b. about 1847, and Lora, a daughter.

Brown's child died 1863.

Enoch S. Noyes has a child, Emma Frances, b. May 24, 1863, mother b. Rowley, Mass.

Saunders same. Joseph Banks a pair of twin daugh-

ters.

Albert Hardy and his mother the same.

Jameson went from John Colby's to Capt. Brown's. Mosely M. Bailey came to Mr. Colby's and have two children. Capt. Jenny same.

Sides left the old almshouse. Mary Alfred and Boyn-

ton went to J. S., West Newbury.

John Burbeck, born Groveland, and Ann, born Byfield, had Edward Griffith, born Nov. 31, 1863, died Apr. 30, 1863.

David Daniels came from West Newbury to the J. B. Hardy house, May, 1863. He is a son of David Daniels, born in Madbury, N. H., Apr. 18, 1818, and Abia, daughter of Jerry Ricker, born in Milton, N. H. He married Abigail, daughter of Thomas and Abigail (Hardy) Pierce, born in Boston, Nov. 21, 1822. Her grandfather was Henry Pierce of Newburyport, where Thomas was born. Mrs. Daniels' mother was a sister to Benjamin Hardy near John George's, and she married Henry Pierce for her first husband. Children: Henry, b. Beverly, married, and resides in Barnstead, N. H., and had George, Mary, Thomas, died young, and two others; Nancy, married John A. Moore of Concord, N. H., a shoemaker, and had William and Eliza H., and one between them that died young; Mary married Samuel Perkens and resides in Georgetown, and had Abby, Harrison, Thomas, married in Ipswich, Ruth, now out West, and Abigail (my informant), the last. Mr. Perkins. who was a ropemaker, died in Boston in the summer of 1825:

David Daniels had children: Mary Jane, b. George-

ney's from the Quaker Hill house and John Hill came.

Sarah, wile of Harrisco Ellioft, came home and died Aug. 31, 1853, just ten years after her methor. Her husband is a machina. Children Grorge, b. about 1847, and Lors, a daughter.

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Enoch S. Nopole Lin a delid, Elmon Francis, S. May 94, 1868, another b. Non-lev. Alma.

Saundara anno. Jumph Banks a pair of from daugh

Albert Hardy and his mother the same

Junescon went from John College to Capt Howard, Mosely M. Derloy come to Mr. College and have two children. Capt June time.

Sides left the old almahnuses Mary Alfred and Dorn

wanter of the Wat West hims

John Sertsell, owen Greveland, and Ann, burn Hydisld, had Edwied Gridule, born Nov. 31, 1868, died Apr. 80, 1869

Parid Daniels, Seas from West Newbory to the J. R. Hardy house, May 1848. He is a son of David Daniels, born in Madlane, N. H. Apr. 18, 1818, and Ahia, daughter of Jerons and Abigal, Abigal, daughter of Thomas and Abigal, Charly Rieres born in Hosen, Nov. 21, 1822. Her gendantes was Hony Pieres of Newburypart, where Thomas was born. Mrs. Daniels' mother was a sister to Burjacium born. Mrs. Daniels' mother was a sister to Burjacium and the Pierre for her first bother of Children Thomas was a sister to Burjacium and Pierre for Bertand. Children Rose John Grorge, Mars, Thomas, died young, and iron office, N. H. and Left Coorge, Mars, Thomas, died young, and iron office, the street of the sand the sand the Storms and Eliza H. and was he tween them that died young, Mars, married Sanned For tween them that died young, Millin, now our Wash, and Johnsel, died in Bostonia, Mr. Purities, who was Abigall (ray informant), the last. Mr. Purities, who was a ropennicer, died in Bostonia last. Mr. Purities who was a ropennicer, died in Bostonia last and men of 1825.

David Daniels had shilden to Mary Jane, b. Grouse

town, Nov. 21, 1840, unmarried, resides in Saugus; Emeline Amanda, b. Groveland, Feb. 7, 1842, married William Wallace Ingalls of Methuen and resides in Lynn. They had William, Arthur and Emma. He is a shoemaker, but he enlisted in November and is now in Camp Fort Independence; Charles Henry died young; Eliza M. died young; Sarah Elizabeth, b. Dracut, Mar. 10, 1847, resides in Haverhill, unmarried; George Henry, b. Derry, N. H., Aug. 18, 1849; Ellen Augusta, b. Chester, N. H., June 2, 1852; John Willis, b. Chester, Nov. 6, 1854; Cassa Bell, b. West Newbury, Dec. 30, 1860.

Aaron W. Hardy moved out about three months before Daniels came in. Gilman Richardson and Deborah George, both born in Groveland, have a daughter Annie Louisa, b. Groveland, June 11, 1863. Thomas Sides went to West Newbury Jan. 4, 1864, from the house

where Richardson resides.

Moody Morse Bailey came from West Newbury to John Colby's Apr. 1, 1863, when Jameson left. His father was Joshua Bailey, a brother to Daniel, the blacksmith, and his mother was a Morse, a sister to Edmund and John Morse of Haverhill. Moody M. was born in Salisbury about Mar. 23, 1826, and married Nancy Fowler, and they have resided in West Newbury since. Children: Lucy Stevens, b. May 10, 1858; Edmund Morse, b. May 6, 1860.

William Fowler, Jr.'s wife has boarded with Eb. P. Jewett since about Dec. 15, 1863. Lewis Braman Rogers moved from Byfield about April and went to Groveland about Oct., 1863. His wife was Emily Colby, and she died in the Quaker Hale house about July, 1863. E. S.

Noyes' son Edward in the army.

John, son of John and Elizabeth (Knapp) Hill, moved into the Quaker Hale house Nov. 24 from Georgetown. He was born in Byfield, July 9, 1822, and married Sarah Ann, daughter of Moses and Nancy (Ayer) Morse, born in Methuen, where Amos Emerson now resides, June 30, 1826. Children: Sarah Elizabeth, b. Newburyport, July 25, 1850; Everett Eugene, b. Salem, N. H., Feb. 20, 1853; John Kenniston, b. Salem, N. H.,

town, Nov. 21, 1840, encounted, resides in Sangue, Ecoline Assands, b. Groveland, Rob. 7, 1842, married William Wallace Ingella of Multure and resides in Lynn. They had William, Arthur and formus. He is a shoemaker, our be entested in November and forms. He is a foot independence Charles Hours and to now in Camp M. died young Samb. Librabeth, b. Diment, Marr. 5, M. died young Samb. Librabeth, b. Diment, Marr. 5, 1847, resides in Havelald, apparented; George Henry, b. Derry, M. H. Ang. 18, 1842; Eller Anguein, b. Chester, M. M. Jupe 2, 1852; John Willis, b. Chester, May. 6, N. M. Jupe 2, 1852; John Willis, b. Chester, May. 6, 1854; Cayen Hall, b. Weg Newbery, Dec. 50, 1850.

Agron W. Hardy moved our about three months before Daniels as mo College Daniels as and College Daniels of the College Daniel Da

sonies goalentaile grody

Mondy Morse Sailey aging from Wass Sarphary to John Colby's Apr. J. 1865, wind dangeou left. He father was looken for Sailey, a protession Caniel, the classic amid, and his mother was a Murse, arbitrar by Edmand and John Morse of Haverbill. Mondy M. mas one in Salisbury about Mar. 28, 1828, and married Many let, and they have needed in Wast Sanstange sine. This dress: Lacy Shavers, in May 10, 1855; Edmand Mar. 23, 1809.

William Fowler, Jr.'s wife has been with Milliam Fowers Jewesters and proved from Hybrid about April and went to Groveland about Oct., 1865. His wife was Emily-College and also died in the Coulow Hale bouse about July 1865.

Noves' son lidward in the army,

John, son of John and Elizabeth (Masqu) 1810, moved into the Ousker Hale house Nov. 24 from George town. He was been in Syfield, Jaly 2, 1822, and married Samb Ann, daughter of Masde and Nassy (Ayer) Morse, here is Methaen, where Annie Emerson now resides, June 30, 1826, Ghaldren: Samb Elizabeth, b. Nawhuryport, July 25, 1850; Everett Eugene, b. Salem, N. H. Feb. 20, 1853; John Hanniston, b. Salem, M. H.

Apr. 13, 1855; Jerome K., died young; Clarence LeRoy,

b. Salem, N. H., Dec. 24, 1859.

Alfred Boyden, a brother to John Hill, came to the Hale house Nov. 28, 1863, from Georgetown. His wife Margaret Maria, a daughter of Aaron and Phebe Anna (Pierce) Kneeland, was born in Topsfield, Jan. 26, 1837. Her father was a son of John and Rebecca Kneeland, born in Rowley, and her mother a Pierce, born in Rindge, N. H. Her father, who has married a second wife, now resides in Topsfield. Children: Sivella Maria, b. Georgetown, Oct. 23, 1854; Emily Ann, b. Salem, N. H., Aug. 31, 1857; Fredda Boyden, b. May 15, 1860, in Georgetown.

Joseph Banks has twins, Laura and Flora, born Nov. 10, 1863, in Groveland. Their daughter Lydia Ann married, first, Daniel Downer; second, Eben Kimball, son of Jerry and Abigail (Salisbury) Danforth, b. Ipswich, Apr., 1840. He is a shoemaker. She had never removed, but her husband has been with his mother some of the time. Anna Maria, their daughter, was born here at J. Banks', her father's, Apr. 12, 1863. Eben K. Danforth went out about the same time his father went in the 19th Regiment, in the company that went from Newburyport, and returned when his father died. Their son Joseph has been with the 33d Regiment and was in the battle in Tennessee.

Thomas Wood's daughter Martha Paris has a daughter Mary Lizzie, b. Oct. 7, 1863, in Groveland. Her husband, Orlando S. Paris, is in the navy. Osgood has a son, Frank Ray, b. Aug. 1, 1863. Samuel Cummings was out in the 19th Regiment and discharged. Charles Wood went from Woburn in the 5th Regiment. Elbridge F. Richardson is at his father's with his four children since he was discharged from the Massachusetts Regiment.

Farrington same except that Augustus Noyes and wife boards with them. Daniel Noyes and two children, Emma and Frank, at home. Enoch Adams died in the fall of 1863, and his wife went to reside with Robert.

(To be continued)

Apr. 13, 1855; Jerome K., died young; Olarence Lelloy, b. Selson, M. H., Dec. 23, 1859.

Alfred Roylea, a biother to John Hill, came to the Hule house New 29, 1863, from Georgetown. His wife Stargard Mores, a desighter of Acres and Pholes Acres (Plerce) Kneeland, was bone in Topered, den 45, 1657, Mar Sither was a see of John and Helberga, England, bote in Rowley, and har mether a Pierra, have in Rindya, N. H. Her father, what was annealed a second wite, now touches in Topered, Cristres Sirvine Maria, b. George town, Our. 25, 1854; Englis Ann. h. Sahma, N. H., Aug. 1867; Fredda Hoyden, in May 15, 1859, in George Yewn.

Joseph Banks has twing James and Plang hard Non10, 1808, on Gravalund. Their despites Livels And
married, then, Elected Downer; second, Elden Kinskell,
son of Jerry and Adjust (Skilsburg) Headonth is
removed, has her hosteand bearlesses with his mother, and
car the rime. Anna Maria, resist dangenet, was norwhow
as J. Harles, including a April 2, 1802. Kesta Silve
forth went out about the same time his indicator wereas the
port, and referred when his father went from NonLocaph has been with the 25th Regiment and was in the
bestle in Jeonasses.

Thomas Wood's daughter Marthe Paris has a daughter Mary Lizzie. In Graveland. He has have him bland, Crimule E. Fraik, in in the case, Object him, band, Crimule Ear, h. Auge I, 1863. Second Consulting was not to the 19th Regiment and discharged. Consider Wood went from Wahum in the 5th Regiment Elicities. Wood went from he his father's with his force oblidies discharged from the Marshellunder Regiment more.

Parriagion same except that Augustus Noyes and with bounds with them. Daniel Noyes and two children, a man and Frank, at bonne. Rucci Adams dant in the fall of 1863, and his wife went to reside with Rubert.

(To be conserved)

JOURNAL OF SAMUEL HOLTEN, M. D.

WHILE IN THE CONTINENTAL CONGRESS, MAY, 1778, TO AUGUST, 1780.

(Continued from Vol. LV, page 176.)

19. Gen¹ Whipple & Mr Ellery have visited me & spent part of the evening.

20. Sabbath day, being indisposed did not attend pub-

lic worship but walked into ye parlor.

21. This day I attended in Congress. My health much better.

23. Congress sit from 9 till 3 and from 6 till 9.G.W.

arrived here last evening.

24. Gen¹ Washington was admitted into Congress & informed that Congress sent for him to consult with him about ye affairs & operations of ye army the coming year.

25. Christmas day. I dined at the Presidents of this State. Gen¹ Washington & his lady & suit, the president of Congress, Colo. Lawrence, my colleagues, Gen-

eral Whipple & Don Juane dined with us.

27. Sabbath day. Dr Duffield preached.

28. Great free mason day. Congress adjourned in ye morning. I dined with Mr de France & my colleagues.

29. Gen¹ Washington, The Prest of Congress, The minister of France, the prest of this state, The Revd Mr White³ & several other Gentlemen dined with us.

30. Thanksgiving day. I attended public worship & dined at the city tavern. The Pres. of Congress, The

'Gen. Joseph Reed.

John Jay.

³Rev. William White (1748-1836), one of the few clergy of the Church of England who supported the colonists, and the first Bishop of Pennsylvania. His sister was the wife of the merchant, Robert Morris.

JOURNAL OF SAMUEL HOLDER, M. D.

Coprissory 1789, 1789, 1718, 1

(Continued from Vol. L.F., page 176.)

19. Garl Widgele & Mr Ellery have visited me &

my briefly deer his heapy budgepand will any strends? Too

voltag by our besteward anderow off

This day I stended in Congress. My health

28. Conserve at Iran 9 411 A and Irona 6 411 9.G. W.

againsta bul ered invirue

24. Gent Washington was admitted into Commen & informed that Congress was for him to consult with the about y affairs & operations of your army the contra

years Christmas day. I should at the Possidests of the

State) Gen Washington & all ady as our realistens, then dent of Congress. Color Lawrence, my reliespess, then

97 Subleth day. If Dollald presched

28. Green Proposed day. Congress afformed in green and the Proposed State and additional and the Proposed State and additional additional and additional additional and additional a

29. Gen! Washington, The Pine, of Congress he say

30. Thenlow vine day. I attended public wordlip and dined at the city levery. The Pies, of Congress, The

describerth Reed.

They William White (1755-1830), one of the few charge of the first first of the matchank first of the matchank first of the matchank first of the first them.

minister of France, Gen¹ Washington & about 60 other Gentlemen dined with us. Mr de France invited ye Com. to dine.

31. I dined with M^r de Miralles, a Spanish Gentleman. M^{rs} Washington & 7 other ladies dined there. G. W. and about 40 other Gentlemen of the first character dined with us. The entertainment was grand & elegant & at M^r Gerard's house.

Jan. 1, 1779. I drank tea at Mr Dolley's.

2. The Delegates of South Carolina invited y° Congress & Gen¹ Washington to dine with them at y° city Tavern. Financing Published.

4. The eastern post arrived but brought nothing from

Boston later than ye 10th Decr.

5. Gen¹ Washington invited Congress to dine with him at the city tavern & we dined accordingly.

6. Congress spent part of ye Day considering ye pub-

lication of Com. Sense on Mr Deane's affairs.

8. Congress sit till 4 o'Clock & then dined at the city tavern, where they had invited Genl Washington & a number of other Gentlemen to dine with them.

10. Gen¹ Green¹ & Doctr Brown dined with us.

- 12. Congress sit till 6 o'Clock. The Hon. Mr Ellery dined with us.
- 13. The Hon. Mes^{rs} Duane,² Searle³ & Root⁴ dined with us, and the Hon. M^r Adams & myself drank tea at M^r Dolley's. I wrote to the Hon. Council of Mass^a Bay & the Hon. M^rAustin.
 - 14. I wrote to M^r Elias Elwell Warner by the post.
- 16. I dined with my worthy colleague & Gen' Whipple at Mr Mease's.
- 17. Sabbath day. Dr Duffield preached. The Hon. Mr J. Adams dined with us.

¹Gen. Nathaniel Greene (1742-1786), one of the most distinguished Generals of the war, who at solicitation of Washington had taken charge of the quartermaster-general's department.

²James Duane (1733-1797), a wealthy New York delegate, later chosen the first mayor of New York and Judge of the United States

District Court.

³James Searle (1730-1797), a Philadelphia merchant and delegate. ⁴Jesse Root (1737-1822), delegate from Connecticut, later Chief Justice of the State.

28. Congress the till dig Check to then thined at the drop tavorer, where they bed (avised (real Washington & a

18. Congress adjourned without doing any business, there being but 8 states present. My Colleagues, Gen¹ Whipple & myself dined with Mr Holker, ye Consul of France. Two years this day since ye decease of my honored father.

20. I dined with ye Hon. Mr Jay, President of Con-

gress. I wrote to the Rev. Mr Holt1 of Danvers.

21. The Hon. Mr Briant, vice President of this state, and the Hon. Dr Shippen dined with us.

22. We have account of Savannah being taken by the

enemy.

- 23. Gen¹ Knoks,² Majr Clark³ & ye Gen¹s aid dined with us.
- 24. Sabbath day. Mr Sprout preached. I attended at the Episcopal church in the afternoon.

28. Hon. Mr Paca, Mr Carmichael & Mr Smith dined

with us.

Feb. 3. I wrote to the Hon. D. Hopkins pr the post.

4. Mr Bell from Boston dined with us.

5. Mr Holker, the consul of France, brought me a

letter from Dr Cooper.

- 6. Being ye anniversary of ye alliance with France, Congress dined at the city tavern & the minister of France & several other Gentlemen of distinction dined with us.
- 7. Sabbath. Heard two good sermons. Rec'd a letter from ye Hon. Mr J. Sullivan & one from Colo. Mason of Springfield.

8. The President drunk tea with us. N. B. Dunkertown in this state, they neither marry nor are given in

marriage.

12. I dined with the Hon. R. Morris, Esqr & 14 other members of Congress dined there.

14. Sabbath. M' Sprout preached.

15. Congress was resolved into a committee of ye

Pastor of what is now the South Church, Peabody.

³Henry Kuox (1750-1806), a distinguished Massachusetts General, afterward Secretary of War.

³Abraham Clark (1726-1794), delegate from New Jersey, called the "Poor Man's Counsellor," because of his habit of giving legal advice gratuitously.

William Paca (1740-1799), delegate from Maryland, one of the

"Signers," and later Governor of the State.

18. Congress adjourned without doing any business, there being but 8 fistes present. My Colleagues, Gon! Whipple to myself these with M' Holker, y' Consul of France. Two years this day since y' decesse of my handed lather.

20. I diesel with you be dury President of Con-

green I wrote in the North William of this dame

22. We have adopted to Savannah being taken by the

Naphe

23. Gan Knoke, May Charle & ye Cone aid direct

24. Subbath day. Mr Sprout namebolt. I attended

28. How My Press Mr Corminherty to My Smith direct

ich S. I wrom he'the Hon. D. Hopkins of the post

at the hold from Manual direct will be

5. Mi Hallier, die consul of France, brought are a

delice trond it to the clay tayon & the minister of Pragers

& several other Gentlemen of distinction discipling with un-

from ye Hon. Mr. J. Mullivan & one from Colo. nimen of

8. The President firmle rea with us. N. B. Manie stown in this chite, they neither marry nor are green an marriage.

12, I dieed with the Hon. E. Morrie, Lea

14. Subbath, Mr Serout preached,

15. Congress was resolved into a committee of y

Partor of what is now the South Charge. Carbooks.

Administrated Course (1728-1781), delegate from New James, stated and

William New (1740-1758), delegate from Maryland, con of the

whole & the Minister of France was admitted to a private conference for some time. I wrote to Mr Preston of Danvers.

16. I wrote to the Hon. M^r Sullivan. Received a letter from Capt. Batchelder, Sam¹ Freeman, Esq.¹, E. E. Warner & Joseph Hall, Jun^r p^r the post.

17. I wrote to Doct Cooper, Mr Kittill & Mrs Hol-

ten. Gen1 Lee dined with us.

- 18. Gen¹ Neilson,² a Delegate from Virginia, attended & took his seat.
- 19. The Hon. Mr Elsworth dined with us. I understand Mr Gerard is going to return to France on account of his health.

20. Colo. R. H. Lee dined with us.

22. Wrote to Sam¹ Freeman, Esq^r. Yesterday Capt. Cunnacome arrived here from France. I took a walk with Gen. Whipple.

23. Rec'd a letter from Colo. Hutchinson, Mr Wiatt

& his wife, Mr Kittell & Mrs Holten.

24. Mr R. Temple from Massa Bay arrived here.

- 25. Congress sit late. M'R. Temple, Governour Morris, Gen' Mifflin & Colo. Webb from Connecticut dined with us.
- 27. Doctr Crague arrived here from Boston & brought a letter from ye Gen. Court to the delegates from Massachusetts Bay.

Mch. 5. Mr Trumble visited us.

6. Jon² Trumbell, Esq.³ & M^r Hodgkins of Boston dined with us. Having sold D^r Wild one of my horses, Jere delivered him this day.

7. Sabbath. Hon. Mr Hudson & Majr White dined

with us.

8. Congress adjourned before 3 o'clock. I dined with the president.

'Samuel Freeman (1743-1831), Representative to Massachusetts General Court from Portland, and at this time Postmaster of that town.

'Thomas Nelson, Jr. (1738-1789), a "Signer," and later Governor

of Virginia.

*Jonathan Trumbull (1740-1808), of Connecticut, Secretary to Washington, and later Governor of his State.

whole & the Minister of France was admitted to a private conference for some time. I wrote to M Practice of

16. I wrote to the Hon. M. Sullivan, Becoived a

Warner & Joseph Elali, Junt of the post-

IX I week to Dott Cooper, Mr Mall & Mr Hall

18; Gent Neilson, a Helicrite from Virginia, attended

are the mis sea

19. The Non. M. Eleworth dined with m. I understand 3P Genird is going to return to France on assume of his health.

20. Coln R. H. Lee dinad with ma

22. Wrote in free! Promise, Lags. Yesterday Copt. Octions serious lines from France. I book a walk with Gen. Whenele.

23. Head a labor from Colo. Hardeleson, M. Wash

Sanstall VIA A Hattle TA allowed &

24. Mr R. Twantie from Move that arrived hores.

- 25. Congress at late. M. M. Lampie, Government Morrie, Greel Millin & Colo. Wabb from Competium direct with no
- a latter from ye Gros. Court to the delegate, from Marder chares the first described from Marder

Mob. 5. Mr Trumble visited on

died with us. Having sold D' Wild one of my barreng died with us. Having sold D' Wild one of my barreng Jaro delivered blue this day.

T. Subbitle Hon. M' Budson & May White deser-

8. Congress adjourned before 8 o'clocks. I slined with the president.

Sanuel Freezen (1743-1731), Representative to Maranipascus Concerd Court from Portland, as het tille from Toutenages of 1741 town

dispersion of Armenda and Arme

Vermitten Trumbull (1740-1208), of Connecticut, Secretary to

9. Baron Steuben dined with me.

- 10. I dined with Gen1 Lee. Mr Adams, Mr Gerry, Gen. Whipple & Colo. Lee dined with the General. N. B. The dinner & the economy of his house was as odd as the Gen! is.
- 12. Congress received a letter from Majr Genl Lincoln, giving an account of a battle with some part of his army, which terminated in our favor.

13. I dined with the Hon. Mr Paca & about a dozen

members of Congress.

16. Wrote to Maj. Epes & Mrs Holten.

17. I spent the evening in Mr Adams' Chamber with Dr Witherspoon & Colo, R. H. Lee.

18. I dined with Colo. Laurens & the Minister of

France.

20. Mrs Clark is much indisposed.

I dined with Mr Gerard. Wrote to the Council

of Massa Bay & to Mr Avery & Mr Warner.

Majr Clarkson² was reprimanded by the president of Congress for writing a disrespectful letter to the Council of Pennsylvania.

25. Mr Vandike dined with us.

- 26. Mr Gorham, 3 Mr Wales 4 & Mr Inches a committee from the General Court of Massa Bay arrived here.
- I dined with Mr Thomas Smith.5 Received a letter from Mr Jonathan Kittell.

29. I took a walk with the Hon. Mr Gerry.

- 30. I dined with the president of Congress. Wrote to Mr Hancock.
- 31. Hon. R. H. Lee & Dr Whitherspoon dined with
- Apr. 1. The coms from Massa Bay set out home. I wrote with my colleagues to the court. I rode out.

Daniel Epes of Danvers.

Probably Matthew Clarkson (1758-1825), aide-de-camp to Bene-

dict Arnold.

Nathaniel Gorham (1738-1826), of Massachusetts, delegate to the Provincial and Continental Congress, and at one time president of

'Samuel Wales (1748-1794) of Milford.

He was a Scotchman, a colonel during the Revolution; and a delegate from Pennsylvania.

of Congress for writing a disrespectful letter to the Coun-

2. Congress met, but it being what is called good friday, Congress adjourned without doing business.

3. Congress sit late. I rode out with the Hon. Mr

Gerry & Mr Whipple.

5. I wrote to ye president of ye Council of Massa Bay by Mr Brewer.

6. I wrote the Reva Mr Holt & Colo. Hutchinson.

7. No public intelligence. 1 went & gave directions about a shay.

8. Received a letter from the Honble Thomas Cushing,

Esqr of Boston.

9. I wrote to John Avery, Esqr, by Mr Allen. I

walked out with Mr Gerry.

10. We had a letter from ye Governor of S. Carolina, inclosing ordr from Genl Lincoln, the news not very agreeable. I rode out with Mesrs Gerry & Whipple.

12. I rec'd a letter from the honble Mr Hopkins & one from Mr Kittell giving me an acc^t that he had a young son born the 19th of March last.

13. I wrote to Dea. E[dmund] Putnam.

14. Mr Newman dined with us. I went upon the top of yo state house and took a view of the city.

16. I wrote to Mrs Holten by the hone Mr Frost. Mr

Searl dined with us, a delegate from Pennsyl's.

17. Mr Hudson and a Gentleman from ye southward dined with us.

19. I received a letter from ye Hon. Mr. Palmer & Mr E. E. Warner.

20. I wrote to Capt. Gardner of Salem, Mr Nathan Goodale & Mrs Holten.

22. I dined with the Chief Justice of y° State of Pennsy°. Congress sit late.

23. I dined with the President of Congress.

24. Congress adjourned at 2 o'Clock. I ride out with ve Hon. Mr Gerry.

26. Received a letter from Colo. Hutchinson, Mr

Kittell & Mrs Holten. Gen! Green dined with us.

27. Rec'd a letter from Capt. Batchelder and Mr Joseph Hall, Jr.

28. I ride out with yo hon' M' Gerry. Doc' Scuder dined with us.

2. Congress met, but it being what is called good friday, Congress adjourned without doing business.

B Coppress at late. I rode out with the Hon, M

algorid W Mr Jy bipple.

b. I wrote to y' president of y' Council of Mass Hay

6. I wrote the Revi Mr Helt & Galo, Hutchinson

7. No public intelligence. I went at gave directions

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18. I wrote to Dea. Eddmond I bringer

14. Al' Nowman dined with us. I went upon the top of y' state house and took a view of the city.

16. I wrote to 10 Holten by the hom 10 Freel 10

Searl dined with us, a delegate from Pennsyll,

All indeed and a Gentleman from pe southward

19. I received a letter from yo Hon. Mr. Palent L. Mr. E. E. Warner.

20. I wrote to Capt. Gardner of Salemy Mr Machan

22. I dined with the Chief Justice of y State of Pennsy. Congress ait late.

28. I dined with the President of Congress

24. Congress adjourned at 2 o'Clock. I ride out with

20. Received a letter from Colo. Forchipso

Kittell & Mr Holten. Gen! Green dined with us.

W. Hee'd a letter from Capt. Batchelder and Mr.

28. I ride out with y' hon' M. Gerry. Dool Scuder

30. Congress spent this day debating a motion for recalling Docr Lee.1

May 1. I ride out with Mr Gerry & Mr Whipple.

2. Sabbath day. Heard Dr Duffield and Mr Sprout. Mr Law2 spent ye evening with us.

. 3. Congress sit till five o'Clock. Mr Daulten dined with us. I rec'd a letter from Mr Warner dated Apl 22.

- 4. I wrote to the hon' D. Hopkins, Mr Warner, Mr Kittell & Mrs Holten. Congress rec'd a letter from the King of France informing of the birth of a Princess.
- 5. The president of Congress, the minister of France, the president of this state, Mr Laurens, Mr Vandike, Dr Witherspoon, Don Juan, Mr Daulton & Mr Austin dined with us.
- 6. Fast day. I attended public worship at Doctr Duffield's & heard 2 good sermons. I did not dine this day.

I visited Mr Langdon.4 Mr Trumbull spent the

evening with me.

- 8. Congress sit late. I took a walk with Mr Adams.
- 10. I dined with Mr Smith. I attended the medical comt in ye evening.
- 11. Gen. Howe and a number of other Gentlemen dined with us.
- 12. I dined with the Hon. Mr Laurens in company with my colleagues, Gen. Whipple & several other Gentlemen.
 - 14. I walked out with Mr Gerry.
 - 15. Colo. Bigelow dined with us & the hon' M'

Arthur Lee (1740-1792), of Virginia, studied medicine at Edinburgh, and at this time was minister to France. He served later as Secretary of the Treasury.

2Richard Law (1733-1806), son of Jonathan Law, Colonial Gov-

ernor of Connecticut, a delegate to the Continental Congress, and

later United States District Judge.

Tristram Dalton (1743-1817), member of Massachusetts General Court, later United States Senator, and a wealthy resident of Newburyport.

'John Langdon (1741-1819), of Portsmouth, N. H., continental agent for New Hampshire for building ships for the navy, and later

delegate to Congress and Governor of his State.

5Col. Timothy Bigelow (1739-1790) of Worcester, who assisted at

the capture of Burgoyne.

S. Congress ait late, "I tooken walle with "Me Agence"

* * - 15 m

Ellery & Colo. Wigelsworth. I ride out to Germantown.

16. Mr Daulton & Mr Lowell dined with us.

17. I received the acct of Doctr Winthrop's death.

18. I write a letter to ye hon Council of Massa Bay & to Sam Freeman, Esqr.

19. It is said 4,000 of the enemy is landed in Ports-

mouth, Virginia.

20. I took a walk with Mr Lowell.

21. Congress agreed upon a tax of 45,000,000 dollars to be paid by the 1st of Janu^y next.

22. I ride out with Mr Lowell. Capt. Hardy dined

with us.

- 23. I rec'd a letter from ye honble Mr Frost, Capt. Batchelder & hon Mr Austin.
- 25. The people met as a body to lower the prices of the necessaries of life.
- 26. Genl Election, Boston. Congress rec'd a petition from President Read & a number of others respecting financing.

27. Hon. Mr Smith, Mr Plaiter, Mr Morris, Mr Car-

michael & Mr Fleming4 dined with us.

28. Congress has spent part of this day on finance. I walked out with Mr Gerry.

31. Received a letter from Mr F. Nurse.

June 1. I wrote to the Hon. Mr Frost & Mr Avery.

2. Capt. Hardy & Capt. Tucker dined with us.

- 3. Doct Whitherspoon, Hon. Mr Duane & Mr de France dined with us.
- 4. I met the medical committee. Colo. Pickering spent the evening with us.

5. By accounts from Gen' Washington, the enemy is

proceeding up ye North river.

8. Wrote to ye hon. Council of Massa Bay & to Mr F. Nurse. I dined with the Hon. Mr Laurens.

¹Col. Edward Wigglesworth (1746-1826) of Newburyport.

²John Lowell (1744-1802), native of Newburyport, Mass., a Boston lawyer, and appointed by Washington, Judge and later Chief Justice of the First Circuit.

³George Plater (1736-1792), a delegate from Maryland, and later

Governor of that State.

'William Flemming, delegate from Virginia.

(To be continued)

Ellery & Colo. Wigelsworth. I ride out to German-town.

16. Al Daniton & M. Lowell dined with us.

IV. I received the see of Doct Winthrop a death.

18. I write a letter to y" hon' Connell of Mass" Bay

& to Sam! Freeman, flag.

19. It is said 4,000 of the enemy is headed in Portamouth, Virginia.

20. I took a walk wish Mr Lowell

21. Congress agreed upon a tex of 45,000,000 del-

22c 1 ride out with Ma Lowell. Capt Haven dined

with on.

Batchelder & bon! Alf Austin.

25. The people met as a body to lower the prices of

26. Gen' Election, Beston. Congress see'd a petition from President Road & a number of others respecting

27. How M Smith, M Platser, M Mouris, Mr Car

michael & Mr Flandage dined with us.

I walked out with Mr Gerry.

31. Received a letter from M. F. Nursa.

June 1. I wrote to the Hon. Mr Frost & Mr Avery.

2. Capt. Hardy & Capt. Tucker diped with us

France diped with us.

4. I met the medical committee. Cole. Pictering

5. By accounts from Gen! Washington, the contra-

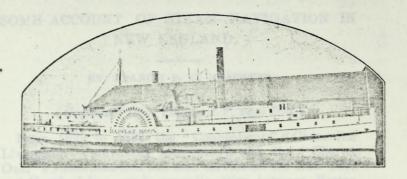
8. Wrote to ve hon. Council of Market Clay to

'Ool. Edward Wigglesworth (1746-1820) of Newburgorth John Lowell (1744-1802), native of Newburgort, Mars., 2 Destroy lawyer, and appointed by Washington, Judge was later 6 Med. Jun

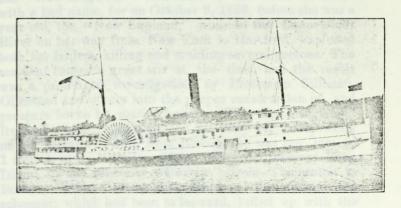
*George Plater (1730-1732), a delegate from Margland, and later Coveress of that State.

William Flemming, delogate from Verginia

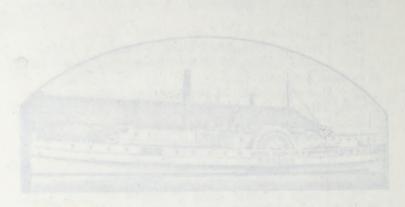
(To be continued)



STEAMBOAT "HARVEST MOON," BUILT IN 1863 Blown up by the Confederates in 1865



STEAMBOAT "STAR OF THE EAST," BUILT IN 1866 Rebuilt in 1890 and renamed "Sagadahock"



STEAMUR THANKS T MOON " BUILT IN LESS



SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LV, page 208.)

From 1829 to 1833 the "Connecticut," "Chancellor Livingston" (previously mentioned), and the "Charter Oak," a steamboat that had seen service on the New York and Hartford line, made sporadic trips between Boston and Bath, but no permanent service except by connection at Portland, was undertaken until 1835, when a company was formed, the moving spirit of which is thought to have been Capt. Menemon Sanford. They placed the steamer "MacDonough" on the line, followed later by the "New England." She came to the coast of Maine with a bad name, for on October 9, 1833, before she was a year old, the "New England," while in the Connecticut River on her way from New York to Hartford, exploded both her boilers, killing and scalding several persons. The accident caused a great stir at the time, and the result was a prolonged investigation by Professors Silliman, Olmstead and others into the proper construction of, and pressure borne by, marine boilers. The "New England" lived up to her reputation, for on May 31, 1838, while on her passage to Bath from Boston, she was run into at 1 o'clock in the morning, fifteen miles southeast of Boon Island, by the schooner "Curlew," from Thomaston to Boston. When a short distance from the steamer, the schooner, which had been to leeward, luffed up with the intention of passing her bow, but before this could be effected she struck the port bow of the steamer, and after getting clear, passed on.

Finding that the "New England" was badly injured and rapidly sinking, the pilot hailed the schooner, which

SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.

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Continued from Volume LV, page 208.

steamer "MacDonough" on the line, followed later by with a bad name, for on October 9, 1833, before the wise, and very old, the "New England," while in the Connections

Finding that the "New England" was hadly injured and minist the schooner, which

lowered her sails, and the steamer ran alongside. The passengers, some seventy in number, among them fifteen ladies, were by this time on deck, and when the boat reached the "Curlew" a general rush was made to board her. In their eagerness several jumped too soon and fell overboard, but they were all picked up unharmed, with the exception of a Mr. Standish of Providence, who was crushed to death between the two vessels. His remains were recovered and brought up in the "Curlew."

The steamer sank as low as the promenade deck, in which situation she remained, and her boats were launched with the intention of saving as much of the baggage and freight as possible, Captain Kimball and several of the crew remaining in them for this purpose. Two vessels which came up before the "Curlew" left, stopped at the request of Captain Kimball to receive what might be recovered. On board the "New England" there was between \$70,000 and \$80,000 in specie and bills,—\$45,000 of which had belonged to the unfortunate Mr. Standish.

The "Huntress," Capt. W. H. Byram, a very fast side-wheeler, took the place of the "New England"; the former was 172 feet long, 23 feet beam, equipped with a beam engine having a 36 inch cylinder, 12 feet stroke she ran to Boston, and a smaller boat, the "M. Y. Beach," to Portland. Both these boats were soon after controlled by the Eastern and Portland, Saco and Portsmouth Railroads, and constituted what was known as the "Railroad Line."

Besides the steamers, the Eastern Railroad owned extensive wharf property at Hallowell, Me., and in March, 1840, the steamer "John W. Richmond" was bought in its interest for \$52,500, and run between Boston and the Kennebec river, while the "Huntress" plied to Bangor and sometimes to St. John.

The "Richmond" was built in Providence, R. I., in 1837, and had been the crack boat on the Sound, and at this time was by far the largest and most able steamboat on the coast of Maine. Her dimensions were 202 feet long, 24 feet beam, 10 feet depth of hold, tonnage 500; the engine was of the "cross-head" type, having a 48-

lowered her sails, and the steamer ran alongside. The passengers, some seventy in number, emong them fifteen fadies, were by this time on deck and when the boat reached the "Curlew" a general rash was made to beard her. In their expensess several jourped too soon and fell overboard, but they were all paired up unharmed, with the exception of a Mr. Standish of Providence, who was cruelled to death between the two vessels. His remains were recovered and brought up to the "Curley."

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inch cylinder, 11 feet stroke. On Sept. 30, 1843, the "J. W. Richmond" caught fire while lying at her wharf at Hallowell and was totally consumed. She was replaced by the "Penobscot" I (1844), the "Kennebec" I, and later by the "Admiral," side-wheelers of about the same size as the "Richmond," but having vertical beam

engines.

All these steamers were controlled by Capt. Menemon Sanford, who by this time had also acquired the Boston and Bangor line, with the result that the various vessels were often changed about. Captain Sanford's brother, T. B. Sanford, and the former's son Edward H., were captains, and another of their commanders, Capt. Nathaniel Kimball, was financially interested in the enterprise. Although the water transportation business from Boston east was at that time in rather an uncertain state, due to the rapid extension of railroads, it was controlled by men of larger financial means than had formerly been the case, and the few opposition lines that developed had but a short existence.

The Sanfords in 1849 placed a still larger and faster side-wheeler on the Boston-Bath route, the "Ocean," considered a very fine steamer for her day; her length was 220 feet, beam 28 feet, and she had a vertical beam engine of 48 inches by 11 feet stroke. On Nov. 24, 1854, while bound east, the "Ocean" was run into in Broad Sound, Boston harbor, by the Cunard steamship "Canada," bound in. The shock of the collision upset the stoves and lights on the "Ocean," and she began to sink and burn at the same time. Five passengers jumped overboard and were drowned, and over one hundred others were picked up by other steamers in the vicinity.

In 1851, the small propeller "Eastern State," originally built for an opposition line to Bangor, ran to the Kennebec river for a short time. She was owned by Capt. James Wakefield and others, and commanded by Capt. S. T. Donnell, and was a most curious looking craft, rigged as a three-masted schooner, and part of the engine was exposed on deck. Later on the "Eastern

State" was on the Yarmouth, N. S. route.

inch cylinder, II feet stroke. On Sent 30, 1813, the "I W Richmond" canight fire while lying at her wharf at Hellowell and was totally consumed. She was replaced by the "Penobecot" I (1841), the "Kennebeco" I, and leter by the "Admirai," side-wheelers of about the same size as the "Highmond," but inving vertical beau

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The Sanfords in 1819 placed a still intger and risted side-wheeler on the Boston-Bath route, the "Ocean," Considered a very the steamer for her day; not bought was \$20 frest beam 18 feet, and she had a veryon barm was \$20 frest beam 18 feet, and she had a veryon barm while bound asst, the "Ocean," was ron hate in Broad Sound, Boston harbor, by the Consard steamship "Ocean," bound in. The shock of the collision agent the stoves and lights on the "Ocean," and say began the stoves and hights on the "Ocean," and say began to verboard and were drowned, and over test branched others were picked up by other steamers in the tourier.

In 1851, the small propeller "Essent State," originally built for an opposition line to Bangur, run to the Kepnebec river for a short time. She was cannot by Capt. James Wakefield and others, and constanted by Capt. S. T. Donnell, and was a most currous looking count, rigged as a three-mested schooner, and part of the engine was exposed on dack. Later on the "Eastern engine was exposed on dack. Later on the "Eastern

The "splendid and fast sailing" steamboat "Governor" took the place of the "Ocean" on the Boston and Bath route until the "Eastern Queen" was built especially for the line by John Englis at New York in 1857. She was 700 tons gross, 220 feet long, 29 feet beam, and had a vertical beam engine with a 48-inch cylinder, 11 feet stroke; her commander and part owner was Capt. Jason Collins, so long and favorably known on the Kennebec line.

During 1857-58 great competition prevailed on this route; the "Governor" had changed ownership and her new managers ran her between Boston and Gardiner against the "Eastern Queen," whose terminus was Bath. At the outset the opposition management made a substantial cut in fares and rates of freight. The cut was met by the old line, and then the warfare waxed fast and furious.

Further cuts were made from time to time until people began to wonder when and where they would end. At length the agent of the "Governor" announced: "Fare to Boston, 25 cents," which was followed by the quotation and sale of round trip tickets on the "Eastern Queen" for 50 cents. Not an expensive rate for a voyage of 300 miles, and it is said that during the considerable time it prevailed nearly the entire population of the Kennebec valley visited the metropolis of New England.

The climax, however, was reached a little later, when one day the town of Gardiner found itself placarded with the announcement: "12 1-2 cents to Boston per steamer 'Governor.'" The regular line had no time to get out a counter announcement, but it met the rate of its competitor to all who chose to patronize it. This was the last cut of the season and the lowest rate ever made for passage from Gardiner to Boston, and soon after the "Governor" succumbed. Capt. Seward Porter, the pioneer steamboat owner on the Maine coast, died in Gardiner in 1858.

In the spring of 1860 the "Eastern Queen" was badly damaged by fire while undergoing repairs at Bath, and the "State of Maine" was chartered from the Fall The "splendid and fast sailing" steambout "Governor" took the place of the "Ocean" on the Boston and Bath-route until the "Eastern Queen" was built especially for the line by John Englis at New York in 1857. She was 700 tons gross, 220 feet long, 20 feet boam; and that a vertical tent scarging with a 48 meh cylinder, 187 feet stroke; her countender and part owner was Capt. Jaton Collins, so long and favorably known on the Kenneber line:

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In the spring of 1860 the "Eastern Chessi", was bedly dewaged by fire while undergoing repairs at Rash, and the "Sinte of Maine" was obsricted from the Fall River line to replace her. During the course of the Civil war the former steamer was taken over by the government for a transport, and for some time there was no direct boat between Boston and Bath.

At this time an exceedingly fast and able steamer, the "Harvest Moon," Capt. W. R. Roix, owned by Spear, Lang and Delano of Boston, plied between the Kennebec river towns and Portland. She was built at Portland in 1863, and measured 541 tons, 193 feet long, 29 feet beam, 10 feet depth of hold, and had a beam engine of 41 inches by 10 feet. Like the "Eastern Queen," she was taken by the government and improvised as a naval steamer, became Rear Admiral Dahlgren's flagship on the South Atlantic blockading squadron, and was blown up by a Confederate mine in Winyah bay, near Georgetown, S. C., on March 1, 1865. Her place was taken on the coast of Maine by the steamer "Scotia."

At the close of the Civil war the Kennebec Steamboat Co. was organized in Bath and Gardiner, and had built at New York, in 1866, by John Englis, the famous steamboat builder, the "Star of the East," of 1413 tons gross, 244 feet long, 35 feet beam, and 12 1-2 feet depth of hold, and equipped with a vertical beam engine nominally of 700 horse-power. She was commanded by Capt. Jason Collins, and was so large a boat that she could not pass through the drawbridge at Gardiner, and so made that place her terminus, but the "Eastern Queen," which had found her way back to the line at the same time, ran

through to Hallowell.

In 1867 another opposition steamboat line from Boston to the Kennebec river developed. Spear, Lang and Delano of Boston, well known owners of steam vessels, had bought from the government at the close of the war the "Daniel Webster" and "Eastern City" (named "Cossack" while in the government service). The former had before the war run on the Eastern Railroad line between Portland and Bangor, and the latter had plied between Boston and St. John. Their new owners placed both steamers in opposition to the "Star of the East;" the usual war of rates resulted, fares were again lowered

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Co. was organized in Little and Gardinar, and lead thirt at

In 1867 another opposition steamboat line from Rotten to the Kennebee river developed. Spear, Lane and Deto 25 cents, but the latter boat was newer and faster than her competitors and had stronger financial backing, and after two seasons Spear, Lang and Delano retired from the contest practically bankrupt. Both the "Daniel Webster" and "Eastern City" were sold for use on the St. Lawrence river, the former was renamed "Saguenay" and the latter "St. Lawrence."

After this and for many years the Kennebec Steamboat Co. had the field all to itself; in 1889 it had a new wooden steamer, the "Kennebec," built for it by the New England Shipbuilding Co. of Bath. She was of the usual side-wheel type, measured 1652 tons gross, 256 feet long, 37 1-2 feet beam; the machinery consisted of a vertical beam engine having a 60-inch cylinder, 132 inches stroke. Owing to the influence of Capt. Jason Collins, who was part owner in the company, the "Kennebec's" boiler was placed on the main deck instead of in the hold; this was afterwards felt to be a great mistake, as the steamer was thus rendered somewhat top heavy and rolled more than was necessary. After the "Kennebec" came on the route the "Star of the East" was renovated and renamed "Sagadahoc" and continued to run for some years.

In 1896 the company thought that it would pay to run a steamer all winter (previously the Kennebec boats were laid up each year from about December to March), and so had had constructed in 1897 by the New England Shipbuilding Co. the wooden propeller "Lincoln." She was a twin screw of 997 tons gross, 203 feet long; the motive power consisting of two triple expansion engines,

with steam worked at a pressure of 160 pounds.

The "Lincoln," however, was not a success, and only ran a year or two, when she was sold to the Florida East Coast Railway, and renamed "Martinique." A few years later she was owned by the Joy line, which operated her between Providence and New York, being then called the "Kentucky." Under that name she was again sold to go to the Pacific coast, and on the way there, in the autumn of 1910, foundered at sea off the coast of South Carolina.

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The last steamer ordered by the old Kennebec Steamboat Co. was the "Ransom B. Fuller," a wooden sidewheeler, built in 1902, also by the New England Shipbuilding Co.; she was of 1862 tons gross, 277 feet long, with a vertical beam engine indicating 1600 horse-power. Before this steamer was finished, however, the Kennebec Steamboat Co., like many of the other coastwise lines, was literally forced into the Eastern Steamship Co.'s "combine," and the "Ransom B. Fuller" was soon transferred to other routes, so that she plied but a short time to Bath. She was lengthened 45 feet in 1910, a very unusual thing for a wooden side-wheel steamer.

The service was kept up for some time by the "Kennebec," after which the discarded boats from the Bangor line, the "Penobscot," "City of Bangor," and "City of Rockland" were thought good enough by the Eastern Steamship Co. for the Kennebec river service. In the meantime the "Kennebec" and "Sagadahoc," were sold and both steamers found their way to the Hudson river, where they were operated until a short time ago by opposition lines, the former under the name of "Iroquois"

and the latter the "Greenport."

The "City of Bangor" caught fire at Foster's wharf, Boston, July 19, 1913, and was almost totally destroyed; she had to be practically rebuilt the next year. Very soon after this mishap a scathing editorial appeared in the Boston Transcript concerning fire risks on the wooden side-wheel steamers. It was headed, "Three Deckers Afloat," and compared the construction of the "City of Bangor" to the flimsy wooden tenement houses known as "three deckers." The conclusions reached in the editorial were the same as those held for many years by the "initiated," that had the fire broken out when the "City of Bangor" was twenty or thirty miles at sea, nothing could have prevented a dreadful catastrophe with awful loss of life.

Since the outbreak of the war with Germany in 1917, no steamers have run between Boston and Kennebec river towns, for so many of the Eastern Steamship Corporation's fleet were taken by the government that a much re-

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duced service to Portland and Bangor was kept up with

great difficulty.

In 1833 the Boston and Bangor Steamship Co. was formed; about two hundred Boston merchants were stockholders, but only a few persons in Bangor. The company had built in 1833, by Brown and Bell of New York, the side-wheel steamboat "Bangor," of 400 tons burthen and 160 feet in length. This was the first actually new boat, as well as the fastest, that had ever come to the Maine coast. She was rigged with two masts and fore-and-aft sails, and was provided with two powerful force pumps with suction hose, a fire engine to be kept on deck to operate on any part, five large boats, a number of India rubber and cork mattresses (each capable of sustaining five persons in the water), and a large quantity of life preservers.

The "Bangor's" machinery was of the "cross-head" or "square" type, having a 36-inch cylinder, 9 feet stroke, and she consumed about 25 cords of wood on each trip between Bangor and Boston. Capt. George Barker of Bangor superintended her building and commanded her for a short time, when he was superseded by Capt. Samuel H. Howes. It was reported that her average number of through passengers between Bangor and Boston during the early part of the season was one hundred and twenty, both going and returning. The fare each way was \$6, which included meals and berth. This made the snug little sum of \$1,440 for passengers alone on each round trip. The "Bangor" ran on this route until November, 1841, after which she plied on the route

east of the Penobscot.

In 1842 she was sold to the Turkish "Civil List" (Government), renamed the "Sudower," and used by them in carrying passengers between Constantinople and the Princes' Islands, in the sea of Marmora; at one time she also conveyed Mohammedan pilgrims to Alexandria on their way to Mecca. She left Boston on her transatlantic trip August 16, 1842, calling for coal at Halifax, N. S., Pictou, N. S., Fayal, Gibraltar, and Malta. On this voyage her lower cabins were converted into coal bunkers and her upper cabins removed. It is said that when

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the "Bangor" first arrived in Turkish waters not a Mussulman would go on board of her, as she was painted white, their mourning color, but after she received a coat

of black paint, all their objections disappeared.

During 1835, Capt. Seward Porter ran the "Sandusky" between Bangor and Boston. In August the proprietors of the latter boat also put on the route the steamer "Independence," Thomas Howes, master. The fare to Boston, which had been fixed at \$7, was now reduced to \$5. All the steamboats plying to Maine ports from Boston during the season of 1836 were run under the name of "The Eastern Steamship Mail Line." The "Bangor" continued on her route and the "Independence" was an opposition boat. The next season the "Bangor" was the sole boat on the Penobscot river, making three trips a week to Portland, where she connected with the "Portland" for Boston.

Early in 1842 the "Bangor" was taken off the Bangor route and ran for a while from Portland to Calais, touching at Belfast, but during this season she took her final leave of the western continent. In November, 1842, the Eastern Railroad was opened to Portland, greatly diminishing the business of the Boston boats. The "Portland," which formerly ran to Boston, succeeded the "Bangor" on the Penobscot, plying between Bangor and Portland with the "Huntress," Capt. W. H. Byram, owned by the Eastern Railroad, as an opposition boat on the same route. In July, 1842, Capt. Menemon Sanford brought out the fast steamer "Express," built by himself the previous year, 172 feet long, 23 feet beam, and operated her between Portland and Penobscot river towns.

The next year Sanford and James Cunningham of New York (a marine engine builder), who owned the steamer "Charter Oak" of 440 tons, brought her to Boston and placed her on the "outside line" between Boston and Bangor direct. She had previously run on the Sound between New York and Hartford, but her owners found the competition of "Commodore" Vanderbilt a little too strong. There was great opposition, also, about this time on the coast of Maine between what were called the "Railroad boats" and those operated by Sanford. Dur-

the "Hangor" first arrived in Turkleh waters not a Musculman would go on board of her, as also was pointed white, their mourning color, but after she received a cost of black coint, all their objections disappeared.

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ing the seasons of 1842-43 the fare to Bangor from Boston, which had previously been as high as \$6 or \$7, was reduced to \$1 and then to 50 cents from Bangor to Portland. The Eastern Railroad retaliated in May, 1843, by putting on an express train between Portland and Boston, with fare reduced to \$1 as against the regular rate of \$4.

We now come to the famous iron screw steamer "Bangor" (second of the name), and as this vessel marks the beginning of a great epoch in the annals of American shipbuilding, a detailed description of her may not be out of place. It was reserved for the firm of Betts, Harlan & Hollingsworth of Wilmington, Del., to build the steamer "Bangor,"—the first iron seagoing propeller steamer constructed in the United States. She was begun in October, 1843, and launched in May, 1844; and was completed and delivered to her owners, the Bangor Steam Navigation Company of Maine, E. C. Hyde, agent, in 1844, eight months after the keel was laid. Her hull was formed by bar iron ribs or frames secured by numerous wrought iron clamps, and her plating was put on in the lapped or "clinker" style, instead of the modern "inside and outside" method.

The "Bangor" measured 231 tons burden, and her general dimensious were as follows: 120 feet length between perpendiculars; 23 feet breadth of beam, moulded: 9 feet depth of hold from base line amidships. On deck she was about 131 feet in length over all. Her sheer was an average one, rather fine forward on account of the bowsprit rig. She had three wooden masts, schooner-rigged, with bowsprit and jibboom, carrying a suit of eight sails. The accommodations were as follows: The crew's quarters were located forward in the hull, accessible from the deck by a scuttle or booby hatch. The passengers were carried aft on deck in a commodious house fitted up in a style of elegance unusual in those days, and considered particularly handsome by her owners and builders. The interior of this house was a comfortable saloon, surrounded by sleeping accommodations intended for night service. There were but two deck houses upon the vessel at the time she was built, the third or forward house having been added afterward. ing the seasons of 1842-48 the law to itsaged from Bass ton, which had previously seen as high as 86 of 87, was reduced to 81 and them to 50 cants from Banger to Portland. The Eastern Railroad retailmed in May 1848 by putting on as express train between Portland and Boston, with Isra reduced to 81 as against she requies rate of 84, was got '(seepal' of the samons into answer when we often perfusing at a great event in the answer of mails the berimping at a great event in the answer of American off of place. It was neserved for the firm of Beits, shipbuilding, a description of the firm of Beits, and place. It was neserved for the firm of Beits, the steamer 'Bangor,'—the first into antagen, Italy to build be steamer 'Bangor,'—the first into antagen propelly and was completed in the United States. She was the Seque in Ostober, 1845, and Inuiced States. She was and was completed and delivered to hier on here the Bangor Beam Navigation Company of Manne, in the Here agent, in 1844, eight months after the ked was laid. Here built was formed by her iron the set mais secured agent on in the larger of camps, and her iplating was put on in the larged or "clinker" area, instead of the modern "inside and outside" method.

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In the midship or boiler house were the galley, pantry and store, lamp and other rooms, etc., as was customary. The pilot house was located well aft for seagoing purposes, and had one room abaft for the use of the commander and pilot. The hold, with the exception of the spaces taken up by the forward quarters described, was devoted to the carriage of freight, which was lowered down through the forward hatch. The fuel was also stowed in bunkers in the hold in the customary manner. Altogether, her arrangements were not far different from those in vogue at the present time for vessels of her She carried no ballast. Her machinery consisted of independent twin screw propeller engines, having cylinders 22 inches in diameter by 24 inches stroke of piston. The propeller wheels were of the Loper type and 8 1-2 feet in diameter. Her boiler was placed in the hold and was of iron, 20 feet in length, of the type known as the drop flue boiler.

At the launching of the "Bangor" an accident occurred, caused by the breaking of the launching timbers at the moment of her gliding into the water, and owing to which the vessel fell over on her side upon the soft bank of the stream,—no other injury than a few scratches and scars to the hull being sustained and no one being hurt. Fortunately the steamer righted herself as she slid into deep water, and thus narrowly saved her credit.

The next event of importance in her career was her trial trip, which took place in the spring of 1844, and was attended by a numerous and rather notable party, including many of those pecuniarily interested in her, as well as several ladies and others who shared the excursion as a holiday pleasure trip. The course was from Wilmington to Cape May, thence to Philadelphia, and afterward returning to Wilmington. Between 150 and 160 citizens from Wilmington were invited by the firm, and they were taken to the Delaware Capes and back, under conditions of festivity and merrymaking which were well suited to the season and the event.

An excellent brass band furnished the music on board, and every provision was made for the comfortable entertainment of the guests, except in the matter of sleeping In the midship or boiler bouse were the galley, partry and store, lamp and other rooms, etc., as was customary. The pilot house was located well at for seagoing purposes, and had one room singly for the use of the compander and pilot. The hold, with the exception of the operated appears taken up by the formed quarters described, was down through the forward described. The fuel was lowered down through the forward batch. The fuel was lowered stowed in burdens in the hold in the outstmary samper. Altogether, her arrangements were not far different from those in vogue at the present time for vessels of her other twin seven propeller angines, having cylinders 12 inches in dismeter by 24 inches stroke of of independent twin seven propeller angines, having picton. The propeller wheels which of the troper type and 8 1-2 feet in dismeter. Her bodler was placed in the toper type hold and was of inches on free time terms of the troper type hold and was of inches on free time terms, of the troper type hold and was of inches on free time terms, of the troper type holds.

At the launching of the "Bangor" an accident occurred, caused by the breaking of the launching timbers at the moment of her gliding into the water, and owing to which the vessel felt over on her side upon the soft bank of the stream,—no other injury them a ten seemtches and scars to the buil being sustained and no one being burt. Fortunately the steamer righted herself as she slid burt.

The next event of importance in her career was her tried trip, which took place in the apring of 1.34, and was attended by a numerous and rather maneling party, including many of those pocuulariiv interested in her, as well as several ladies and others who attended the event sion as a holiday pleasure trip. The course has from Wilmington to Cape May, thence to I hiladelphia, and afterward returning to Wilmington. Retween 150, and 160 citizens from Wilmington were invited by the firm and they were taken to the Delaware Capes and lanck, under conditions of festivity and motrymaking which were well suited to the season and the event.

An excellent bress band formished the music on bearing and every provision was made for the comfortable enter taioment of the guests, except in the matter of elecping

accommodations. The meagre outfit of berths were, of course, allotted to the ladies of the party, while the gentlemen sought such quarters as could be found about the boat or hastily improvised from the surroundings. The trip began at 9 A. M. one morning, and the destination was reached between 3 and 4 o'clock P. M. of the same day. That night was spent at anchor in a little sheltered cove about three miles above Cape May Landing, and called "Aunt Rhody's." At about 10 o'clock on the following morning the return run was begun, making the wharf at Wilmington about 7 P. M. that evening. No mishaps of any kind marred the perfect pleasure of the company, and but for the rattling of the engine, which worked very roughly and noisily all the way, it could be said with truth that not a jar was felt in any feature of the trip. Capt. Alexander Kelly was in charge of the machinery department, though Engineer Harry Dockery was stationed at the starting bar. The steamer was in command of Capt. Alexander Parker, who subsequently ran her in her regular service.

Returning to the actual performance of the boat, we cannot do better than to recall the report printed at the time by some of the gentlemen on board, and certifying

the exact facts of the trial as follows :-

"Trial of speed of the Steamer "Bangor" on the Delaware, from the Navy Yard, Philadelphia, to Fort Mifflin, and back to the Navy Yard. During the trial the tide was against the boat when going from Philadelphia to the Fort and in her favor returning.

	H.	M.	Sec.	M.	Sec.
"Left Navy Yard Shears,	5	27	30		
"Arrived at Fort Mifflin,	6	22	15	54	45
"Left Fort Mifflin,	6	28	15		
"Arrived at Navy Yard,	7	2	22	34	7

"Distance run, 16 miles per government survey. Average speed per hour, 10.61 miles. The first five miles run with low steam, making 44 revolutions. Pressure of steam was under 46 pounds during the whole trip. Trip up, the speed per hour was 14.07 miles. Deduct 2 1-2

accommodations. The meagre outfit of berthe were, of course, allotted to the fastice of the party, while the gencience allotted to the fastice of the party, while the gencience and the sought are desiration beat or heatilf improvided from the sourcemaines. The test or heatilf improvided from the sourcemaine, and the destination was reached between 8 and 4 o'clock P. M. of the same day. That night was sport at another in a little sheltered cove about three miles always (lapse May Laming, and tellowing morning the rotum run was begun reaking the collowing morning the rotum run was begun reaking the wharf at Wilmington about 7 P. M. that eresping. No company, and but for the rathing of the couples, which worked very roughly and entaily all the way, it could be company, and but for the rathing of the couples, which worked very roughly and entaily all the way, it could be said with truth that not a jar was let in early factore of the reachinesty department, though linguises Harry Dockery was in reachinesty department, though linguises Harry Dockery was in command of Capt Alexander Parker, who subsequently, and her in her restrict early in the restrict service.

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"Distance run, 16 miles per government survey." A verzgu speed per bour, 10 di miles. The first five miles run
with low steam, making 44 revolutions. Presente of
steam was under 46 pounds during the whole trip. Telp
up, the speed per hour was 14.01 miles. Dednet 2 1-3

miles for tide, gives actual speed through the water

11.57 miles per hour."

On her second trip the "Bangor" left Boston August 31, 1845, with thirty-four passengers and freight valued at \$20,000. The next day, when in Penobscot Bay, she caught fire in the boiler room, and was beached at Islesborough, about seven miles from Castine, in order to save the crew and freight, and here she was burned as she lay. She was afterward adjudged a wreck, the insurance settlement was effected, and she was towed to Bath, Maine, where she was repaired and rebuilt. She afterward continued to run on the same line until December, 1846, when she was purchased by the United States Government at a cost of \$28,975, and renamed the "Scourge," at the time of the Mexican War. During her employ as a war vessel she was equipped with three guns; and the whole cost of the change from a merchant to a government steamer was \$15,885. After two years of war service she was, on October 7th, 1848, finally sold by the government, through their agent, Vespasian Ellis, of the city of New York, to one John F. Jeter, of the city of Lafayette, La., the consideration money named being the sum of \$2,300. From the date of her transfer at New Orleans, all trace of her has been lost. Thus, after a career of only four years, this pioneer steamer disappears from view, having in the brief period of her existence shared in the pursuits of peace and war, cruised in all waters from Maine to Texas, serving three sets of owners, being wrecked, burned, rebuilt, altered throughout, and finally sold into oblivion—a fitting type of the phenomenal and meteoric rise, triumph and decline of the American marine.

In 1845 Capt. Sanford transferred the "Penobscot" (first of the name) from the Kennebec river route to that between Boston and Bangor, and this line, which was at once called "Sanford's Independent Line," retained that name until 1882, when it was incorporated in Massachusetts as the Boston and Bangor Steamship Company. Capt. Thomas G. Jewett was master, and Capt. William Flowers, pilot of the "Penobscot."

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The first trip of the new line was made on the night of June 17, 1845, from Boston to Bangor by the "outside" route; that is the course was made from Cape Ann to Monhegan direct,—it never had been attempted before by a steamboat. Capt. Flowers now ran the "Penobscot" altogether by the method of "time and courses," and soon it was generally adopted and is now the univer-

sal practice.

A new steamer, the "Governor," was brought out the next year (1846) to run between Portland and Bangor in the railroad interest. She was of the usual side-wheel type, built by Samuel Sneeden of New York, 203 feet in length, 29 feet beam, having a 48 inch vertical beam engine, 11 feet stroke. Eventually this steamboat plied on nearly every route on the coast of Maine, and besides was chartered several times by the Fall River line. While a government transport carrying troops to the Port Royal expedition during the Civil war, the "Governor" foundered off the South Carolina coast, November 2, 1861, but luckily every soul on board was saved by the U. S. frigate "Sabine."

Another new steamer was built by Capt. Sanford in 1846, to run on a branch line from Belfast (where she connected with the Boston boat) to Ellsworth, Mount Desert, etc. This was the side-wheeler "T. F. Secor," 130 feet long. A fine model of this steamboat owned by the author shows that she had a very large and curious safety valve placed near the exhaust pipe on deck. This may have been done to reassure the passengers, as in those days many travellers on steamboats were made nervous by reason of frequent boiler explosions. The "T. F. Secor" remained on the coast until taken by the government for a transport in 1862, and in May of the next year she was burnt while lying at Hilton Head, S. C.

Nothing further of material interest occurred on the Bangor line until 1848, when to meet the increasing business Sanford had built the new steamer "W. J. Pease" at New York, and she ran on alternate trips with the "Penobscot." They found a sharp competitor in the splendid new steamboat "State of Maine," built at New

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York by Bishop and Simonson in 1848 especially for the Eastern and Boston and Maine Railroads. She is described as being by far the largest (840 tons) and best fitted boat ever seen up to that time on the coast; her length was 248 feet, beam 32 feet; the vertical beam engine had a 54 inch cylinder, stroke 11 feet. The "State of Maine" had two iron return flue boilers on the guards, instead of in the hold, a new and novel arrange-

ment in this part of the country.

It is said that when, a few years earlier, the Hudson river boats began having their boilers placed on the guards the "runners" on the New York wharves announced as an inducement to intending passengers, "that there was no danger from explosions as now the boiler was no longer in the vessel itself at all!" When the "State of Maine" was first placed in service, passengers could leave Bangor by her at 5 A. M., and by taking the railroad at Portland reach Boston the same evening. After running a short time, however, she was found to be too large and expensive a steamer for the business, and was soon disposed of to the Fall River line, in whose service she re-

mained for many years.

On July 4, 1849, the Portland and Kennebec Railroad was opened to Bath, and the Sanfords feeling that the water-borne traffic would thereby be greatly reduced, removed the steamer "Kennebec" from the Bath route and placed her on the Bangor line, taking the place of the "Penobscot," with which boat they started a new service, kept up by them for many years, between New York, Cape May and Philadelphia. The "Penobscot" was renamed "City of Norfolk," and she was lost off the capes of the Delaware in a heavy gale, September 12, 1857. The "Kennebec" eventually joined her on the Cape May line, and many years later, April 9, 1870, was burnt while lying at Gloucester Point, Va. It was on the "Kennebec," in August, 1849, that the Asiatic cholera first made its appearance in Bangor; her commander, Capt. A. M. Sanford, being one of its victims. he was succeeded as master by Capt. Flowers.

For fifteen years preceding the Civil war a rich harvest prevailed for steamboats on the Penobscot. There was York by Bishop and Simonson in 1848 especially for the Eastern and Heston and Maine Railroyds. She is described as being by far the largest (840 tons) and best fitted boat even seen up to that time, on the coast; her length was 248 feet, beam 32 feet; the verbeal beam engine had a 54 inch cylinder, stroke 11 feet. The "State of Maine" had two from return the bealers on the grands, instead of in the hold, a new and novel estanger

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no railroad from the western part of the State to Bangor until 1857, and so the steamers had all the business. Some famous boats ran between Boston and Bangor in those days; the Sanfords brought out in 1850 the "Boston," said to have been the twenty-second steamer built for them. She was constructed at New York by William H. Brown, and was launched fully completed and with steam up, quite an unusual thing. The "Boston" was 630 tons burthen, 225 feet long, 28 feet beam, 10 1-2 feet depth of hold; the machinery consisted of a vertical beam engine of 40 inches, 11 feet stroke. Her passenger accommodations were on a much larger scale than on previous boats; she had 157 berths in the gentlemen's cabin, 42 in the ladies' cabin, besides 20 staterooms, which included two "bridal" rooms.

This steamer had a long career on the Bangor line, commanded by Capt. T. B. Sanford, but eventually she was transferred to the Cape May route, and while a transport during the Civil war was lost, May 25, 1864, near Hilton Head, S. C. The vessel went aground, and it being found impossible to get her off, she was set on fire by the United States troops to prevent her falling

into the hands of the Confederates.

Capt. Menemon Sanford, founder of the lines bearing his name, died in New York, June 24, 1852, aged sixty-three years. For thirty years he had been a steamboat commander and owner, and he was well known as a man of character, ability and enterprise, and at his death was one of the most extensive owners of steam vessels in the country. Besides the Boston and Bangor, and Boston and Kennebec river lines, Capt. Sanford operated steamers between New York and Philadelphia, as before noted, and also from Philadelphia to Norfolk, Va. He is also believed to have had an interest in the Portland Steam Packet Co.

After his death the business was continued by his sons and nephews, and Capt. Charles B. Sanford became the moving spirit in the eastern lines. At this time and for many years after, William B. Haseltine, at Foster's wharf, was the Boston agent of the line.

(To be continued)

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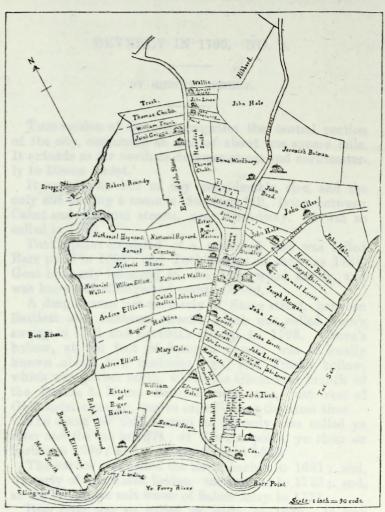
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(To be continued)



BEVERLY IN 1700-No 3



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BEVERLY IN 1700. NO. 3.

BY SIDNEY PERLEY.

This section of Beverly comprises the central portion of the city, containing an area of about one square mile. It extends as far north as Summer street and northeasterly to Bisson street.

It contains no hill of any considerable size, and the only one bearing a name is Stephens hill, lying between Cabot and Rantoul streets, near Broadway. It was so called in 1842.

Tuck's point consisted of a sand bar, and was called Barr point in 1698; and Tuck's point as early as 1788. Goat hill early belonged to the Ellingwood family, and

was known as Ellingwood point in 1700.

A deep swamp lies northerly of Stone street, between Bartlett and Lothrop streets, which was called Root's swamp in 1701 and Bartlett's swamp in 1793. Grove's hollow, at the foot of Summer street, was so locally known about two centuries ago; and Trask's hollow, which was farther north, where the Gloucester branch of the Boston & Maine Railroad now runs, just west of Gloucester crossing, was so called about the same time.

The ocean off this section of Beverly was called ye river and the sea in 1671; at Tuck's point, ye river or

harbor in 1686; and ye Ferry river in 1698.

The harbor was called the north harbor in 1681; and, westerly of the Essex bridge, the salt sea in 1733; and, at the bridge, ye salt water of Salem ferry in 1721.

Bass river was so called as early as 1635. It was called the river that runs between Royal's side and Emery's lot in 1706; ye sea in 1711; the salt river between Beverly and Ryal's side in 1725; Beverly river in 1747; and Back river in 1798.

James gossill of vi

Barr point in 1698; and Tunk's point as early as 4788.

Corning's cove was called a creek in 1739; Corning's cove in 1752; and Corning's pond in 1768. There was a landing place there in 1752.

Roundy's cove was called a creek in 1698; and Roundy's

cove in 1783.

The oldest road in this section of the city is Hale street and that part of Cabot street between Hale and Beckford streets. Its course was determined probably under the reservation of a highway along the water front of all lands granted by the town of Salem. It was in use as early as 1640, and was undoubtedly an old trail when the English began to settle that region. It connected the settlement at Salem with that at Jeffries creek (Manchester) and Cape Ann. Oct. 26, 1646, the town of Salem appointed a committee to make a way to Manchester.

At a generall towne meetinge held the 26th day of the 8th moneth [1646] . . . Ordered that William Woodburie & Richard Brackenburie Enfigne Dixy Mr Conant & Liuetenn Lothrop & Laurance Leech fhall forthwth lay out a way betweene the ferry at Salem & the head of Jeffryes Creeke & that it be fuch a way as men may trauell on horfe back & driue cattle. & if fuch a way may not be found then to take speedy Course to sett vp a foote bridge at Mackrell Coue.

This committee's report is on file in the office of the clerk of courts at Salem. It is as follows:—

We whose names are underwritten being imployed by the towne of Salem to find out a way from the towne towards Manchester doe testify that we found out a way & made it sufficient

the marke of WM S DIXY

Hale street was called the highway towards Manchester in 1646; the country highway in 1671; "ye Roade yt Leades from Beverly to Manchester" in 1706; and Hale street in 1838.

That part of Cabot street between Hale street and Essex bridge was laid out to connect the country road with the ferry when the latter was established where Essex bridge is now situated. The ferry was removed hither from Draper's point, and a map¹ of the region made about 1677 shows the location of the ferry house on the

¹Printed in the current volume of the Historical Collections of the Essex Institute, page 54. Coming's cove was called a crock, in 1789; Coming's cove in 1752; and Corning's pend in 1768. There was a landing place there in 1762.

Noundy a cove was called a creek in 1693; and Roundy's

cove in 178

The oldest read in this section of the site is the street and that part of the probability ander the streets. Its course was determined probably under the streets. Its course was determined probably under the reservation of a highway along the water front of all lands granted by the town of balom. It was in use as early as 1010, and was undoubtedly an old trail when the Capital began to settle that region. It connected the sottlement at Salem with that at defries creek (Manchester) and Capital and Oot. 25, 1040, the town of Salem appointed a committee to make a way to Manchester.

At a conesal towns meetings beld the 18th day of the 5th mounts [1948] . Ordered thas William Proclumes & Richard Bracker buries Kulture like, Mr Count & Lamenta Dothrey & Laboratic buries that forces had been been been as the first buries of the first of the first buries and the first buries and the first buries and the first buries and he force that he was as man may and be found then to take appeals Counts to feet up a foots bridge at Mach and Counts Counts to the first parties at Mach.

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Printed in the correct volume of the Misterical deligations of

highland near the ferry. It was called the country road in 1677; the common road or highway in 1692; the country road or highway running from the ferry place in 1693; "ye country road that goeth to Salem ferry" in 1709; the street in 1752; the publick road leading from the lower meeting house in Beverly to the ferry in 1782; the main street in 1793; the country road leading from Salem to Newbury in 1793; the country road leading from Essex bridge to Ipswich in 1796; the road that leads from Essex bridge to Wenham in 1797; Main street in 1811; and was named Cabot street in 1838.

In 1700, the way to the southern part of Ipswich, from the meeting house in Beverly, was by way of Briscoe and Essex streets. It was called ye highway in 1677; ye town highway in 1697; and the town or country road or highway which extends from ye meeting house along by the house of Nehemiah Stone in 1722. The Briscoe portion of it was called ye road that goes over ye hill in 1732. A new road was made from the junction of Briscoe and Essex streets to the meeting house in or before 1833. This new part was called "the new county highway lately located there" in 1833; the new road from Beverly to Essex in 1835; and a highway lately located near the first parish meeting house in 1836. The whole length of Essex street was called the Essex street in 1832; Briscoe street was called the old county road from Beverly to Essex in 1835; and was named Briscoe street in 1838.

Bartlett street was a way to George Tuck's house, and subsequently extended to Tuck's point. It was called "ye Lane that goes from ye Country Road to George Tucks house" in 1708; a highway in 1734; an highway lately laid out adjoining to land of Samuel Stone, William Gage and John Stevens in 1740; way leading down to the new wharf in 1764; Bartlett's lane so called in 1785; the road leading to Tuck's point so called in 1788; and was named Bartlett street in 1838.

The way to Tuck's point, now partly obsolete and partly a portion of Lothrop street, was called "ye way that leads along by ye water Side" in 1714. Front and Lothrop streets were respectively so named in 1838.

highland near the ferry. It was called the country read in 1677; the common road or highway in 1692; the country road or highway in 1692; the 1698; "ye country road that goeth to Salem ferry" in 1769; the street in 1752; the publick road leading from the lower meeting house in Harsi's to the farry in 1782; the main street in 1798; the country road feating from the main street in 1798; the country road feating from Salem to Newbury in 1798; the country road feating from Essex bridge to Ipayich in 1796; the road testing from Essex bridge to Weaham in 1797; Main street in 1891;

and was named Cabot street in 1885

In 1700, the way to the southern part of Ipswich, from the meeting house in Herenly, was by way of Briscon and Essex sixeds. It was called ye highway in 1647; ye town highway in 1697; and the town or country road or highway which extends from ye meeting house along by the house of Nehemiah Stom in 1722. The Briscon portion of it was called ye road that goes over ye hill in 1732. A new road was main from the precision of Brisco coe and Essex streets to the usesting house in or below way intely facated there in 1838; the new road from Beverly to Essex in 1835; and a highway lately becated from hear the first parish meeting house in 1838. The whole length of Essex errest was called the Essex street in 1832. The whole Briscon street was called the Essex street in 1832. The whole Briscon street was called the Casex street in 1832. The whole to Essex in 1855; and was named Briscon street in 1853.

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was named Bartlett street in 1838.

The way to Tuck's point, now partly blendess and partly a portion of Lothrop street, was couldn't ye way that leads along by ye water Side " in 1714. Front and Lothrop streets were respectively so named in 1888.

Water street was laid out along the harbor front from the ferry landing to the foot of Bartlett's lane. It was called the road leading to Tuck's point so called in 1788; and was named Water street in 1838.

Thorndike street was laid out by the county court in November, 1741, in connection with the division of the estate of Benjamin Lovett of Beverly among his chil-

dren. It was named Thorndike street in 1838.

Central street was laid out by the heirs of William Lovett of Beverly for a private way fifteen and one-half feet wide in or before 1773. It was called land reserved for a public way in 1781; and was named Central street in 1838.

Pleasant street was laid out twenty-eight and one-half feet wide by the heirs of John Tuck of Beverly in or before 1794; and was known as Pleasant street as early as 1860.

Rantoul street was laid out before 1853, when it was so called.

Park street was laid out as a way forty feet wide by the Eastern Railroad Company in agreement with Augustus N. Clark and others in or before 1857; and was called Park street as early as 1865.

Myrtle street was so called in 1871.

Summer street was a private way leading from Cabot street to Rantoul street in 1869; and was called Summer street the next year.

Elliott street was laid out in 1808 as a section of a more direct route from Cape Ann to Andover and vicin-

ity; and was named Elliott street in 1838.

Dane street was called the highway on the north side of the training field in 1829, and Dane street in 1834.

Federal street was called a street to be laid out and called Federal street in 1807. It was in use the next year and has ever since borne that name

year, and has ever since borne that name.

Chapman street was laid out by Nathan Dane and Abner Chapman forty feet wide in or before 1807; and was called Essex street from that time. Since 1866 it has been called Chapman street.

Home and Creek streets have been so called since 1871.

Bow street was so called in 1857.

There wide in or before 1773. It was called lend reserved

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Wallis street was so named in 1838.

Milton street was a private way so called in 1859. Broadway was known as the new town way known as Broadway in 1873.

Vestry street was a lane in 1831; and Elm square was

a private way so called in 1844.

Railroad avenue was so called in 1855. Railroad square was a public square laid out by the Eastern Railroad Company in agreement with Augustus N. Clark and others in or before 1857.

Fayette street was known as Fayette place in 1853; and as Fayette street in 1868.

Edwards street was so called in 1855.

School street was called Schoolhouse lane in 1804; a private way leading to the South District schoolhouse in 1834; and was named School street in 1838.

Cox's court was a road twenty-five feet wide lately staked out in 1801; a lane that runs from the county road near Essex bridge northerly for a privilege way in 1802; and was named Cox street in 1838. It was Cox's court in 1848; and a lane or private way court in 1868.

Charity court was the way to the workhouse in its rear; and was named Charity street in 1838. It was

called Charity court in 1848.

Lothrop street was a way laid out from Washington street to Tuck's point in 1832; and was so named in 1838.

Lovett street was so named in 1838.

Back street was so called in 1870.

Stone street was an open way known by that name in 1853.

May street was a private way called May street in 1865. Washington street was laid out by the selectmen of Beverly in March, 1803, over land of Elisha Whitney from the main street to the sea; and has been called Washington street ever since.

Brown and Abbott streets were so named in 1838.

Butman street was so called in 1871.

Charnock street was a road forty feet wide in 1805; and was named Charnock street in 1838.

John Hale Lot. William Dodge, sr., of Beverly or

Wallis street was so named in 1828

Milton street was a private way at called in 1850. Broadway was known as the new town way known as Broadway in 1873.

Vester street was a lane in 1881; and Elm square was

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Bailroad avenue was so called in 185% Relived square was a public square laid out by the Eastern Ealroad Company in agreement with Augustus M. Clark and others in or before 1857.

Fayette street was itsown as Payette pixes in 1853; and as Fayette street in 1868.

Edwards street was so called in 1855.

School street was called Schoolhouse lene in 1804; a private way leading to the South District schoolhouse in 1834; and area named School street in 1838.

Con's court was a road twenty-five feet wide lately staked out in 1801; a lane that rone from the county road near Esser bridge northerly for a privilege way in 1803; and was named Con street in 1838. It was Con court in 1848; and a lane or private was court in 1848.

Charity court was the way to the workhouse in its rear; and was named Charity street in 1838. It was

Lothrop street was a way laid out from Washington street to Tuck's point in 1832; and was so named in

lovest street was so named in 1838.

Back street was so called in 1870

Stone street was an open way known by that mame in 1858.

May street was private way called May street in letter. Weshington street was laid out by the selectness of Beverly in March, 1803, over land of Elisha Whitney from the main street to the sea; and has been called Washington street ever since.

Brown and Abbott streets were so named in 1828.

Butman street was so called in 1871.

Charmook street was a road forty feet wide in 1805; and was named Charmook street in 1888.

John Hale List. William Dodge, an, of Beverly or

Bass River, husbandman, conveyed to Mr. John Hale, pastor of ye church at Beverly, this tract of pasture land Jan. 28, 1668; and Mr. Hale died possessed of it in 1700.

This was called the "outlet" as early as 1675.

Samuel Hardy House. This lot of land belonged to Richard Haynes of Beverly, husbandman, Dec. 29, 1671, when he conveyed it to John Sampson of Beverly, husbandman.² At a town meeting in Beverly Aug. 23, 1675, Mr. Sampson agreed to release it with other land to the town for a school house; and the town gave it to Samuel Hardie, schoolmaster, in consideration of his continuance for seven years as a teacher in the town, April 11, 1676. Mr. Hardie was son of Robert Hardie, "Citizen and Haberdasher, of London," and he married Mary, daughter of Samuel Dudley of Exeter, Jan. 24, 1675. Samuel Hardie taught school here for many years, and about 1698 became a student in physic, although he had a family consisting of his wife and four children. He died while he was thus studying in the spring of 1700, possessed of this house and a small barn and land, all of which was then appraised at thirty-five pounds. In his will, he devised to his wife the house and land for her life and then to his children, Robert, Mary, Theophilus and Elizabeth. The names of this family disappear from the records of Beverly at this date (1700). How much longer the house stood has not been learned.

John Lovett Lot. This lot of land belonged to Richard Haynes of Beverly, husbandman, Dec. 29, 1671, when he conveyed it to John Sampson of Beverly, husbandman.² At a town meeting of Beverly Aug. 23, 1675, Mr. Sampson agreed to release it with other land to the town for a schoolhouse; and, in 1678, the town let these two acres of land to John Swarton for seven years. The lot belonged to John Lovett, sr., of Beverly, husbandman, in 1693; and there was then upon the lot a house which had been built by his daughter Susanna and her husband William Sikes and in which they then lived. Mr. Sikes died, possessed of the house, in or before 1706, when his

¹Essex Registry of Deeds, book 3, leaf 52. ²Essex Registry of Deeds, book 5, leaf 36.

Bars River, bushandman, conveyed to Ain John Hale, paster of ye church at Beverly, this tradt of pastere land Jan. 28, 1668; and Mr. Hale died possessed of it in 1700.

This was called the " outlet" as early as 1675.

Samuel Hardy House. This lot of land belonged to Richard Haynes of Boverly, husbandman, Dec. 99, 1671, with a lower of Lecoureyed at to John Sampson of Boverly, husbandman. At a town magning in Boverly Aug. 28, 1675, hardened. At a town magning in Boverly Aug. 28, 1675, hardened for a school house; and the town care it to Samuel town for a school house; and the town are it to Samuel Hardis, subcolmaster, in consideration of his continuants for seven years as a teacher in the town. April 11, 1876, Mr. Hardis was son of Robert. Hardis, a Chizen and Haberdusher, of London, and he married Mary, deaugh ter of Samuel Dudiey of Exeter, has 21, 1676. Samuel Hardis taughts school here for many years, and about 1688 became a student in physic, officially he had a band the was thus studying in the apring of 1700, presessed of then appraised at thirty-five pounds. In his will, he dievised to his wife the house and lead for her lile and then vised to his wife the house and lead for her lile and then to his children, Robert, Mary, Theophilox and Elizabeth to his children, Robert, Mary, Theophilox and Elizabeth house and the form the records of the sames of this family disappear from the records of house stool has a third day have hear from the records of house stool has a third day have hear from the records of house stool has a larger of larger from the records of house stool has a larger of larger from the records of house stool has a larger of larger from the records of house stool has a larger of larger from the records of house stool has a larger of larger from the records of house stool has a larger of larger the mass of this family disappear from the records of house stool has a larger of larger the mass of this family disappear from the records of house stool has a larger of larger the mass of the same has a larger of larger the mass of the same has a larger of larger of larger the mass of the same has a larger of larg

deln Levett Lot. This lot of land belonged to Richard Haynes of Beverly, hushandman, Dec. 29, 1671, when Laconveyed it to John Sampson of Beverly, hushandle 2 Act conveyed it to John Sampson of Beverly, hushandle 2 as an agreed to release it with other fand to the town for a schoolhouse; and, in 1678, the town let these two town of land to John Swarton for seven years. The let be longed to John Lovett, sr., of Beverly, hushandssen, in 1698; and there was then upon the lot a house which had been built by his daughter Sesanne and her nucleand. William Sikes and in which they then lived. Mr. Sikes died, possessed of the house, in or before 1708, when his died, possessed of the house, in or before 1708, when his

BESSET Blegistry of Deeds, book 3, leaf 52,

-widow married Thomas Cole of Marblehead. She was appointed administratrix of Mr. Sikes' estate May 20, 1717; and the inventory of his estate mentions "a small house standing on John Lovett's Land." In the account of her administration is included "an old house ftanding on John Lovetts Land," four pounds and eighteen shillings. Mr. Lovett died Sept. 10, 1727, at the age of about ninety-one; having in his will devised the southern half of the lot, which the dwelling house then stood on, for her life to his wife, with power of disposal of the same for her support, and if she died possessed of it it should go at her decease to her son William and her daughter. William Lovett of Beverly died Feb. 28, 1756, intestate, leaving widow Bethiah. The inventory of his estate shows the eastern half of the dwelling house, etc., appraised at forty-five pounds, and a barn at two pounds. Nothing more is known of the house.

John Trenance House. That part of this lot of land lying northerly of the dashes was granted by the town of Beverly to Tobias Trow Nov. 6, 1682, "upon this Condition viz that he do live in the town and Improve it tenn years or be taken away by death though before the ten years be expired having lived in the town while there, then the said Land to be to him and his heirs forever but If the said Trow should remove out of the towne before the ten years be expired then the said Land to returne to the towne." The lot was laid out by Ensign Corning and Andrew Elliott, sr., who were then selectmen, March 18, 1683-4. Mr. Trow was a cordwainer, and built upon this part of the lot, before 1690, a dwelling house, in which he lived.

That part of the lot lying southerly of the dashes, with the town pound thereon, was granted to Mr. Trow by the town of Beverly Feb. 13, 1690-1, provided "him selfe & his heirs Doth hereby promise & ingage to build vpon occasion & keep in good & suffitiant repaire sd Town Pound at his or their own proper Cost & Charges from henceforth & for Ever for ye vse of ye town."

For fifty pounds, Mr. Trow conveyed the entire lot of

widow married Thomas Colo of Maribajiead. She was appointed administratrix of Mr. Sikes' estate blay 20, 1717; and the inventory of his estate mentions "a small house standing on John Lovetts Land." In the flanding on John Lovetts land." four pounds and sighteen shillings. Mr. Lovett died Sept. 10, 1727; at the special soul minery one; having in his will devised the southern halt of the iot, which the dwelling house then stood on, for her life to his wife, with power of dispensal of the same for her-support, and it she died got seesed of it it should go at her decease to her son William and her daughter. William Lovett of fiverity died farentling house, state shows the eastern half of the dwelling rouse, state shows the eastern half of the dwelling rouse, state shows the eastern half of the house, state shows the eastern half of the house.

John Treases House. That part of this lot of land lying northerly of the dashes was granted by the town of Borerly to Tobias Trow Nov. 6, 1683, "upon this Condition viz that he do live in the town and Improve it man dition viz that he do live in the town and Improve it man years be expired having lived in the town while there then the said Land to be to him and his beins forever but the said Trow should remove out of the towns below the ten years be expired then the said Lind to returne to the ten years be expired then the said Lind to return the the towns." The lot was laid out by Ensign Corning and Andrew Elliott, at, who were then selectmen, March 18, part of the lot, before 1690, a dwelling house, in a selectment he lived

That part of the let lying southerly of the declos, will the town pound thereon, was granted to My Trow by the town of Beverly Feb. 18, 1600-1, provided "litin selles & his heirs Doth hereby promise & ingage to build voon occasion & keep in good & sufficient repairs ad Town Pound at his or their own proper Cost & Charges from henceforth & for liver for we vee of w town."

For fifty pounds, Mr. Trow conveyed the entire lot of

land with the house, barn and shop thereon to John Trenance of Beverly, mariner, Feb. 28, 1693-4.1 Mr. Trenance died in the spring of 1704, intestate, leaving widow Martha and children Elizabeth, Rose and Martha. The house and land were then appraised at forty-five pounds. The widow died March 5, 1717-8, having in her will devised her dwelling house, barn, orchard and land to her "son" in law John Webber. How much longer the house stood has not been determined.

Hazadiah Smith Lot. Richard Havnes of Beverly. husbandman, for twenty-five pounds, conveyed this lot of land to John Bennett of Beverly, weaver, Nov. 18, 1676.2 Mr. Bennett removed to Middleborough, and, for forty pounds, conveyed it to Hazadiah Smith of Beverly, carpenter. June 27, 1694;3 and Mr. Smith owned the lot in 1700.

Thomas Chubb Lot. This lot of land belonged to Thomas Chubb, sr., in 1676, and to Thomas Chubb of Beverly, husbandman, in 1689 and 1700.

Emma Woodbury House. This lot of land belonged to Richard Haynes in 1676. The principal part (nine acres) of the lot was conveyed by David Perkins of Bridgewater, blacksmith, with the dwelling house and barn thereon, for one hundred and two pounds and ten shillings, to Andrew Elliott of Beverly, cordwainer, June 15, 1689; and, for love, Mr. Elliot gave the estate to his daughter Emma Woodbury, wife of Andrew Woodbury of Beverly, mariner, in or before 1697, but did not convey it by deed until Aug. 14, 1702, when she was the wife of Rev. Thomas Blowers of Beverly.5

That part of the lot lying within the dashes marked "1" at the western corner (one-fourth acre) was conveyed by Thomas Chubb of Beverly, husbandman, for thirty-two shillings, to said Andrew Woodbury March 11, 1690-1.6 Mr. Woodbury died in the winter of 1694-5, leaving widow Emma Woodbury.

Essex Registry of Deeds, book 9, leaf 269.

Essex Registry of Deeds, book 5, leaf 71.
Essex Registry of Deeds, book 10, leaf 165.
Essex Registry of Deeds, book 73, leaf 94.
Essex Registry of Deeds, book 16, leaf 158.

Essex Registry of Deeds, book 16, leaf 157.

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That part of the lot lying within the dashes marked "2" was conveyed by Thomas Chubb to Mrs. Woodbury

May 12, 1694.

That part of the lot lying within the dashes marked "3" was owned by Christopher Read of Beverly, husbandman, in 1689, and he conveyed it, with the dwelling house thereon, for fourteen pounds and ten shillings, to Mrs. Woodbury March 7, 1696-7.1

That part of the lot lying within the dashes marked "4" was conveved by Thomas Chubb to Mrs. Woodbury

April 21, 1697.

Rev. Mr. Blowers died June 17, 1729; and his widow Emma Blowers conveyed the house, barn and land to Joseph Scot of Boston, merchant, Sept. 9, 1755.² On the same day, Mr. Scot conveyed the estate to Mrs. Blowers' daughter Emma Charnock of Boston, widow of John Charnock.³ The house was probably gone a few years later.

Hazadiah Smith Lot. Jacob Manning of Salem, gunsmith, and wife Sarah owned this lot in 1694; and, for thirty-two pounds, they conveyed it to Hazadiah Smith of Beverly April 6, 1697.⁴ Mr. Smith owned it in 1700.

Samuel Stone Lot. This lot of land belonged to Sam-

uel Stone, sr., of Beverly, mariner, in 1700.

Robert Roundy House. Mark Haskell owned this lot of land in 1678; and, for one hundred and eighty pounds, Mark Haskell of Rochester, carpenter, conveyed the house, barn and land, "where I formerly lived," to Robert Roundy of Beverly, yeoman, Oct. 11, 1698. Mr. Roundy lived here and became a coaster. He died Nov. 16, 1715. His dwelling house, barn and homestead land were appraised at three hundred and fifty pounds. In his will, which was made the day before he died, he devised his housings and lands to his minor son Benjamin Roundy, providing that if Benjamin died before he became of age, leaving no issue, the property should go to three daughters of the testator, Elizabeth Pickett, Mercy

¹Essex Registry of Deeds, book 34, leaf 193. ²Essex Registry of Deeds, book 102, leaf 221.

³Essex Registry of Deeds, book 102, leaf 220. ⁴Essex Registry of Deeds, book 20, leaf 133.

Essex Registry of Deeds, book 19, leaf 123.

That part of the lot lying within the dashes marked as ?" was conveyed by Thomas Chubb to Mrs. Woodbary

ROL EL ARM

That part of the lot lying within the dashes marked as " was owned by Obristopher Road of Beverly, hose bandman, in 1880, and he conveyed it, with the dwelling house thereon, for fourteen pounds and ten shillings, to Mrs. Woodbury March T. 1695-T.

That part of the lot lying within the dashes marked ". " was conveyed by Thorna Chubb to Mrs. Washing

April 21, 1697

Rev. Mr. Hlowers died June 17, 1720; and his widow Emma Blowers convoyed the house, barn and hand to Joseph Scot of Beston, merchant, Sept. 9, 1755.2. On the same day, Mr. Scot convoyed the estate in Mrs. Blowers' daughter Resma Charcock of Boston, widew of John Charnock. The house was probably gues a few John Charnock.

Manadian Smith Let. Jacob Manning to Salem, guamaith, and wile Samb owned this lot to 1894; and to thirty-two pounds they conveyed it to Hazediah Smith of Beverly April 6, 1697.4 Mr. Smith owned it in 1700;

nel Stone, sr., of Beverly, mariner, in 1700.

Robert Roundy House. Mark Haskell owned, this lot of lead in 1678; and, for one hundred and sighty pounds, Mark Haskell of Robestar, convents, convents the house barn and land, "where I formerly lived," to Robert ett Roundy of Beverly, yeomen, Oct. 11, 1688. Str. Roundy lived here and became a seaster. He dust Mark 16, 1715. His dwelling house, barn and hemoresed will be will, which was made the day hofore he died, be devised his housings and lands to his minor non Benjamin bis will, providing that if Benjamin died octors he benjamin olded octors he here daughters of the testator, filiabeth Picketh, Morey came of anythers of the testator, filiabeth Picketh, Morey three daughters of the testator, filiabeth Picketh, Morey three daughters of the testator, filiabeth Picketh, Morey Morey Mark Morey Come of anythers of the testator, filiabeth Picketh, Morey Morey Morey Mark Morey Come of the testator, filiabeth Picketh, Morey Mo

Person Registry of Deads, book 24, test 193.

Pages Hagistry of Deeds, book 102, feel 200, Easer Registry of Deeds, book 201, heat 133.

Smith and Hester Roundy and his son John Roundy's son Robert Roundy. Benjamin lived, however, and died March 7, 1753. How long the house stood is not known to the writer.

Thomas Chubb Lot. That part of this lot of land lying southerly of the dashes was conveyed by John Grover of Beverly, husbandman, to Thomas Chubb, sr., of Beverly,

carpenter, June 29, 1678.1

That part of the lot lying northerly of the dashes belonged to Mr. Chubb in 1678, but no deed conveyed it to him until William Hascall of Gloucester delivered one to him June 21, 1682.

The entire lot belonged to Mr. Chubb in 1700.

William Trask Lot. John Trask owned this lot of land in 1678 and William Trask in 1698. William Trask of Beverly, tailor, conveyed it with the dwelling house thereon to William Leach of Salem Aug. 9, 1706.² The house

may have been upon the premises in 1700.

Jacob Griggs House. That part of this lot of land which lies southerly of the dashes was conveyed by Osmond Traske of Beverly, yeoman, for six pounds and seven shillings, to William Cleeves of Beverly, fisherman, March 27, 1675; and Mr. Cleeves, for six pounds, conveyed it to David Perkins of Beverly, blacksmith, Jan. 10, 1676. Mr. Perkins erected a dwelling house thereon; and, for eighty-five pounds, he conveyed the house and land to Robert Roundy of Beverly, husbandman, May 5, 1680. Mr. Roundy, for fifty-three pounds, reconveyed to Mr. Perkins the land with the dwelling house thereon March 1, 1684-5; and, for forty pounds and ten shillings, Mr. Perkins conveyed the same estate to Jacob Griggs of Gloucester, cooper, April 27, 1685.

That part of the lot lying northerly of the dashes was owned by Osmond Trask in 1675. John Trask, sr., of Beverly, seafaring-man, owned it in 1678; and, for six

Essex Registry of Deeds, book 7, leaf 57.

¹Essex Registry of Deeds, book 6, leaf 125.

²Essex Registry of Deeds, book 24, leaf 197.

⁸Essex Registry of Deeds, book 7, leaf 8.

⁴Essex Registry of Deeds, book 4, leaf 171.

⁵Essex Registry of Deeds, book 5, leaf 80.

⁶Essex Registry of Deeds, book 7, leaf 55.

Beverly, husbandnian, to Thomas Chubb, sr., of Beverly,

which lies southerly of the dashes was conveyed by Os-mond Trasks of Beverly, yeoman, for six pounds and

pounds and fifteen shillings, he conveyed it to Mr. Griggs, who had removed from Gloucester to Beverly, and was then living in the house on the other part of this lot.

March 15, 1687-8.1

Mr. Griggs removed to Salem and conveyed the dwellling house and land to William Leach of Beverly, cordwainer, Jan. 26, 1712; and Mr. Leech died, possessed of the estate, in the autumn of 1734. In his will, he devised to his wife Tryphosa all his estate until her remarriage or death; and then to his five sons, John, Joseph, William, Elijah and Benjamin, absolutely. In the inventory of his estate. "One old House formerly bought of William Trask" was appraised at twelve pounds. old house probably disappeared soon afterward.

Estate of John Stone Lot. This lot of land belonged to John Stone as early as 1675; and he died possessed of it in the winter of 1691-2. It belonged to his estate in

1700.

Estate of Roger Haskins House. This lot of land belonged to Ens. Samuel Corning in 1673, and with the house thereon to Roger Haskins of Beverly, mariner, at the time of his death, Jan. 3, 1693-4. The dwelling house, barn and land were then appraised at seventy-eight pounds. It remained in the possession of his widow Ruth Haskins until June 1, 1714, when his children, Samuel Haskins, ferryman, Ruth Martin, Susannah Hooper, Johannah Haskins and Abigail Belcher and the widow. Ruth Haskins, all of Beverly, for seventy-three pounds, conveyed the house and land to John Corning of Beverly, innholder.3 Mr. Corning became a turner, and died Feb. 28, 1733-4, intestate. In the inventory of his estate, "the old House that was Hoskenses" was appraised at eighteen pounds, and "the House plot of land that was bought of Hoskinses" was appraised at ninety-two pounds. In the division of his estate, April 9, 1736, the house and land adjoining was assigned to his son Andrew Corning. Andrew Corning was apparently never married, and was "east away at Salisbury" March 7,

¹Essex Registry of Deeds, book 9, leaf 110. ²Essex Registry of Deeds, book 27, leaf 45. ³Essex Registry of Deeds, book 28, leaf 26.

pounds and fifteen shillings, he conveyed it to Mr. Origgs, who had removed from Gloucester to Beverly, and was then living in the house on the other part of this lot

March 15, 1587-5.

Mr. Griggs removed to Salem and conveyed the dwillling house and lasd to William Leach of Beverly, cordwainer, Jen. 26, 1712; and Mr. Leach died, possessed
of the estale, in the autumn of 1734. In his will, he
devised to his wife Triphota all his estale notil her remarrings or death; and then to his ave sons. John, Joseph,
William, Ellish and Bonjamin, absolutely. In the lowertory of his estate, "One old House formerly bought of
William Track," was appraised at twelve pounds. The

Estate of John Stone Let. This lot of land holonged to John Stone as early as 1675; and he died possessed of it in the winter of 1691-2. It belonged to his estate in

1700

Estate of Hoper Harbins House. This lot of land be longed to him. Samuel Corning in 1678, and with the house thereon to Roger Harbins of Revent, "names, at the time of his death, Jan. S. 1693-t. The deathing house, have and land were then appraised at seventy-eight pounds, It romained in the possession of his violent Ruth Hirskins until June J. 1714, when his abilities abilities of Johannah Harkins, all of Hoverly, for seventy-third services and red with Harkins, all of Hoverly, for seventy-third services innivolder. Mr. Corning became a turner, service innivolder. Mr. Corning became a turner, service of the old House that was those now a three untare eighteen pounds, and "the House plat of him street, and the was eighteen pounds, and "the House plat of him estate, alphabed at maney the house and land adjoining was appaised at maney the house and land adjoining was appaised to his and the house and land adjoining was appaised to his and the house and land adjoining was appaised to his and the house and land adjoining was apparently near married, and was "east away at Salisbury" March Johannah Johannah Johannah Ruther Corning. Andrew Corning was apparently near married, and was "east away at Salisbury" March Johannah Johannah

Hasar Registry of Reads, book 9, leaf 110.

Breen Beginny of Beeds, book 28, 100720.

1738. How much longer the old house stood has not been determined.

Nathaniel Hayward Lot. This lot of land belonged to Ens. Samuel Corning of Beverly very early; and was conveyed by Nathaniel Stone of Beverly, husbandman, to Nathaniel Hayward of Beverly, house carpenter, Oct. 29, 1673. With the consent of his wife Elizabeth, daughter of Ens. Samuel Corning, Mr. Hayward, then of Salem, joiner, conveyed the lot to his son Samuel Hayward of Salem, cooper, Aug. 24, 1699; and, for forty pounds, twelve shillings and six pence, Samuel Hayward conveyed it next day to his brother Nathaniel Hayward of Beverly, carpenter. Nathaniel Hayward owned it in 1700.

Nathaniel Hayward Lot. This lot of land early belonged to Ens. Samuel Corning, sr., of Beverly, yeoman, who died in the autumn of 1694, intestate. In the division of his real estate, March 7, 1694-5, this lot was assigned to Nathaniel Hayward, sr., of Salem, husband of his daughter Elizabeth; and Mr. Hayward owned the

lot in 1700.

Samuel Corning House. This lot of land, with the house thereon, belonged to Ens. Samuel Corning, sr., of Beverly, yeoman, who died in the autumn of 1694, intestate. His real estate was divided March 7, 1694-5, and this lot, with the housing thereon, was assigned to his son Samuel Corning, 2d, of Beverly. Samuel Corning, 2d, died May 14, 1714, intestate. The estate then passed to his son John Corning of Beverly, turner, who died Feb. 28, 1733-4, intestate. The house was then standing, but how much longer it remained the writer does not know.

Nathaniel Stone Lot. This lot of land belonged to Ens. Samuel Corning, sr., of Beverly, yeoman, in 1681; and he died possessed of it in the autumn of 1694. In the division of his real estate, March 7, 1694-5, this lot was assigned to Nathaniel Stone, sr., to whom it belonged in

1700.

William Elliott Lot. Samuel Corning, sr., of Beverly, husbandman, for ten pounds, conveyed to Capt. John

¹Essex Registry of Deeds, book 14, leaf 112. ²Essex Registry of Deeds, book 16, leaf 98.

³Essex Registry of Deeds, book 27, leaf 4.

1738. How much longer the old house stood bes not

seen determined.

Nathaniel Brigarn's Lot. This lot of land belonged to Brie. Samuel Corning of Beverly very early; and was conveyed by Nathaniel Stone of Beverly, businedana, we Mathaniel Hayward of Beverly, bones carpenter, Oot. 20. Mathaniel Hayward of Brinsbath, daughter of Ess. Samuel Coming, Mr. Hayward, then of Salom, of Ess. Samuel Coming, Mr. Hayward, then of Salom, joiner, conveyed the lot to his son Samuel Hayward of Salom, cooper, Aug. 31, 1609; and, for form pounds, twelve shillings and six pence, Espond Hayward conveyed it next day to his brother Nathaniel Hayward of its 1700.

Nothernial Haymand Lot. This lot of land only belonged to bus. Samuel Corning, st., of Bererly, yearnen,
who died in the annum of 1624, interior. In the division of his real estate, March T. 1624-0, this lot was
assigned to Nathaniel Hayward, sr., of Salem, husband
of his daughter Elizabeth; and Mr. Hayward owned the

lot in 1,700

house thereon, belonged to Eos Samoel Corning, ar. of Beverly, yeomen, who died in the authmn of 1604, intercent, yeomen, who died in the authmn of 1604, intercent, it is real estate was divided March 7, 1604 5, and this lot, with the housing thereon was assigned to his conting, 2d, of Beverly. Samuel Corning, 2d, of Beverly. Samuel Corning, 2d, interestate. The cetate if an example is son John Coming of Beverly, tarner, which has 28, 1758-4, interestate. The bouse was then starsling, but how much longer it remained the welter does not know how much longer it remained the welter does not know

Nutransed Stens Lot. This lot of land belonged to line Samuel Corning, sr., of Beverly, yeoman, in 1681; and he died possessed of it in the autumn of 1694. In the division of his real estate, March 7, 1684-6, this lot was assigned to Nathaniel Stone, sr., to whom it belonged in

William Elliott Lot. Samuel Coming, sr., of Beverig. bushendman, for ten pounds, conveyed to Capt John

Excer Engistry of Deeds, book 14, igni 113, fracer Registry of Beads, book 16, leaf as,

Higginson, jr., of Salem, merchant, this lot of land, it being a part of his homestead where he now liveth, May 11, 1692; and, for twelve pounds, Colonel Higginson conveyed it to William Elliott of Beverly, cordwainer,

Aug. 1, 1699.2 Mr. Elliott owned it in 1700.

Nathaniel Wallis Lot. This lot of land was a part of the Josiah Roots lot in 1680. Mr. Roots, then of Beverly, died in the summer of 1683, having devised his real estate to his son Jonathan Roots, who was to maintain his mother Susanna Roots. In 1700, it belonged to Nathaniel Wallis, a native of Cornwall county, in Great Britain.

William Elliott Lot. This lot of land was a part of Emery's lot, and belonged to Robert Hibbert in 1667; and to his son Joseph Hibbert in 1681. Joseph Hibbert conveyed that part of the lot lying easterly of the dashes

to William Elliott in 1686.

That part of the lot lying westerly of the dashes was owned by David Perkins of Beverly, blacksmith, in 1686; and, for eight pounds in silver, he conveyed it to Mr. Elliott of Beverly, cordwinder, who owned the other part, Dec. 10, 1687.3

Mr. Elliott owned the whole lot in 1700.

Nathaniel Wallis Lot. This was a part of Emery's lot, so called; and was owned by Robert Hibberd in 1667. It was conveyed by his son Joseph Hibbert of Beverly, husbandman, to Nathaniel Wallis of Beverly Nov. 26, 1681.4 Mr. Wallis owned the lot in 1700.

Andrew Elliott Lot. This lot of land was part of the ten acres conveyed by Nathaniel Marsters of Salem, tailor, to John Lambert, sr., of Salem, fisherman, May 8, 1667; and the lot belonged to Mr. Lambert in 1670. He died in November, 1684; but no real estate is mentioned in either his will or inventory. The lot belonged to Lt. Andrew Elliott, sr., a native of Somersetshire, England, from 1686 to 1700.

Caleb Wallis Lot. Nathaniel Stone, sr., of Beverly, yeo-

Essex Registry of Deeds, book 9, leaf 142.

²Essex Registry of Deeds, book 13, leaf 164. ³Essex Registry of Deeds, book 9, leaf 77.

Essex Registry of Deeds, book 7, leaf 94.

Essex Registry of Deeds, book 3, leaf 13.

Higginson, in, of Salem, merchant, this lot of land, it being a part of his homestead where he now liveth, May 11, 1692, and, for twelve pounds, Colonel Higginsons conveyed it to William Elliott of Beverly, cordwainer, Aug. I. 1699. Mr. Elliott owned it in 1709.

Nuthaniel Wallis Lot. This lot of land was a part of the Josiah Roots lot in 1680. Mr. Hoots, then of Beverly, died in the summer of 1688, inving devised his real estate to his son Josephan Roots, who was to maintain his mother Susanna Roots. In 1700, it belonged to Nathaniel Wallis, a native of Corumali county, in Great Britain,

William Elliot for This lot of land was a part of Emery's lot, and belonged to Robort Hibbert in 1657; and to his son Joseph Hibbert in 1681. Joseph Hibbert to onveyed that eart of the lot lying casterly of the dashes to William Elliott in 1686.

That part of the lot lying westerly of the deshes was owned by David Perkins of Beverly, blacksmith, in 1686; and, for eight pounds in allver, he conveyed it to Mr. Elliott of Beverly, confiningly, who owned the other part. Dec. 10, 1687.

Mr. Elliott owned the whole lot in 1700

National Wallis Let. This was a part of Emery's lot, so called; and was owned by Robert Hibbert of Borarly. It was conveyed by his son Joseph Hibbert of Borarly, bushapdmen, to Nathaniel Wallis of Bevery Nov. 26, 1681.* Mr. Wallis owned the lot in 1706.

Andrew Elliett Let. This lot of land was the of decrease conveyed by Hathaniel Marsters of Salars, twenty to John Lambert, sr., of Salem, fisherman, May 8, 1007, and the lot belonged to Mr. Lambert in 1079, He aims in Novembur, 1884; but no real estate is manifeded as either his will or inventory. The lot belonged to Lt. Andrew Elliett, sr., a native of Somersetshire, England, from 1686 to 1700.

Caleb Wellis Let. Mathaniel Stone, ar., of Baverly, voc-

Emer Registry of Detic, book it leaf 143.

Massar Registry of Doeds, monk 15, leaf 144

Essex Registry of Dueds, hour I, leaf 94.

Manax Maylette of Deeds, book 3, lost 12.

man, owned this lot of land in 1687; and, for sixteen pounds in silver, conveyed it to Caleb Wallis of Beverly, cordwainer, June 2, 1691. Mr. Wallis owned it in 1700.

John Lovett Lot. This lot of land belonged to John Lovett, sr., of Beverly, husbandman, in 1687 and 1700.

Roger Haskins House. That part of this lot of land lying northerly of the dashes was the western part of the lot conveyed by Nathaniel Marsters of Salem, tailor, to John Lambert, sr., of Salem, fisherman, May 8, 1667; and it belonged to his son John Lambert, jr., in 1682.

That part of the lot lying southerly of the dashes was owned by William Hoare of Beverly, fisherman, in 1667; and, for ten pounds, he conveyed it to John Lambert, sr., of Beverly, fisherman, Aug. 10, 1670.² Mr. Lambert, for love, conveyed it to his grandson John Lambert, jr., of

Salem, mariner, Nov. 3, 1682.3

John Lambert conveyed the whole of the westerly part of this lot to William Swetland of Salem, tailor, May 5, 1686.⁴ John Lambert became a pirate on the high seas, and was executed for piracy in Boston June 30, 1704. Mr. Swetland, for twenty-eight pounds, conveyed it to Roger Haskins of Beverly, mariner, Jan. 21, 1687-8.⁵

That part of the lot lying easterly of the dashes belonged to Josiah Roots in 1667. Mr. Roots died in the summer of 1683, having devised his real estate to his son Jonathan Roots. Jonathan Roots of Marblehead, fisherman, for four pounds and ten shillings, conveyed it to Mr. Haskins, who owned the other part of the lot, Jan. 23, 1687-8.6

That part of the lot lying within the dashes at the southeasterly corner belonged to Josiah Roots in 1667. Mr. Roots lived in Beverly, and died in the summer of 1683, having devised his real estate to his son Jonathan Roots, who was to maintain his mother Susanna Roots. Jonathan Roots of Marblehead, fisherman, conveyed it to

¹Essex Registry of Deeds, book 24, leaf 268. ²Essex Registry of Deeds, book 3, leaf 96.

Essex Registry of Deeds, book 3, leaf 96.

*Essex Registry of Deeds, book 6, leaf 84.

Essex Registry of Deeds, book 7, leaf 75.

⁵Essex Registry of Deeds, book 8, leaf 36. ⁶Essex Registry of Deeds, book 8, leaf 35.

man, owned this lot of land in 1687; and, for sixteen pounds in silver, conveyed it to Caleb Wallis of Beverly, cordwainer, Jone 2, 1691. Mr. Wallis owned it in 1700. John Levett Lot. This lot of land belonged to John

Lovett, sr., of Beverly, bushandman, in 1657 and 1700, Roger Hastins House. That part of this let of lan

More Mastine Movee. That part of this lot of land lying northerly of the dashes was the western part of the lot conveyed by Nathaniel Marsters of Salam, tailor, to John Lambert, sr., of Salam, fisherman, May 8, 1867; and it belonged to his son John Lambert, jr., in 1882.

That part of the lot lying southerly of the dashes was owned by William Hears of Esveriy, Esberoun, in 1607; and, for ten pounds, he conveyed it to sohn Lambert, at of Beverly, fisherman, Aug. 10, 1670. Mr. Lambert, for love, conveyed it to his grandson John Lambert, je, of

Sniem mariner, Nov. 3, 1682.

John Lambert conveyed the whole of the westerly part of this lot to William Swelland of Salam, tailor, his via 1880. John Lambert became a pirate on the high seas and was executed for piracy in Boston June 20, 1704. Mr. Swelland, for twenty-sight pounds, conveyed it to Roser Hashing of Bayerty marriess Jon 21, 1987-84.

That pair of the lot lying easterly of the deales belonged to Josiah Rous in 1687. Mr. Roots died in the
summer of 1688, having devised his real estate to his son
Joustean Roots. Journal Roots of Marblebead, haberman, for four pounds and ten shillings, conveyed at to
Mr. Haskins, who owned the other part of the log day of

That part of the lot lying within the deshed of the southeasterly corner belonged to Jovish Roots in 1867. Mr. Roots lived in Beverly, and died in the sounder of 1683, having devised his red estate to his son donathan Hoots, who was to maintain his mother Sesanna Roots of Marblebead, fisherman, conveyed it to

[&]quot;Exact Registry of Deeds, book 24, leaf 208
"Exact Registry of Deeds, book 2, had 20,
"Exact Registry of Deeds, book 3, leaf 21,
"Exact Registry of Deeds, book 7, leaf 70,
"Exact Registry of Deeds, book 5, leaf 20,
"Exact Registry of Deeds, book 5, leaf 20,
"Exact Registry of Deeds, book 5, leaf 20,

William Sikes of Beverly, weaver, Jan. 30, 1687-8; and, for twenty shillings, Mr. Sikes conveyed it to Samuel Clements of Salem, mariner, Aug. 20, 1689. For twenty shillings, Mr. Clements conveyed it to Mr. Haskins, who owned the rest of this lot, Jan. 20, 1689-90; and thus Mr. Haskins became the owner of the entire lot.

Mr. Haskins built a house upon the lot, and mortgaged the whole lot with the housing thereon Oct. 26, 1693. He died possessed of the estate Nov. 21, 1712. How long the house existed is unknown to the writer.

Andrew Elliott Lot. This lot of land belonged to Richard Haines in 1670. David Perkins owned it in 1686; and he conveyed it to Andrew Elliot, sr., of Beverly, cordwainer, who owned it in 1687. For forty-five pounds in silver, Mr. Eliot conveyed it, including his interest in a highway to this lot (lately bought by said Perkins and others of Jonathan Rootes), to his son Andrew Elliott, jr., of Beverly May 23, 1688.3 Andrew Elliot, jr., owned it in 1700.

Mary Gale Lot. This lot of land belonged to Josiah Roots in 1667; and was recovered on execution from him in 1684(?) by Henry Kenney, sr., of Salem Village. Mr. Kenney conveyed it to Ambrose Gale of Marblehead, administrator of the estate of Thomas Roots, deceased, and guardian of Mary Roots, his only heir and daughter, June 23, 1697.⁴ Mary Roots married Azor Gale in 1697; and it belonged to her in 1700.

William Dixie Lot. Capt. William Dixie owned this lot of land in 1683 and 1688, and probably in 1700.

Andrew Elliot Lot. This lot of land belonged to William Dixie of Beverly, yeoman, quite early. For six pounds, he conveyed it to Andrew Elliot, jr., of Beverly, mariner, Oct. 26, 1683; and Mr. Elliot owned it in 1700.

Estate of Roger Haskins House. This lot of land was called the Ferry Great field in 1695. The town of Salem

¹Essex Registry of Deeds, book 8, leaf 19.

²Essex Registry of Deeds, book 8, leaf 148. ³Essex Registry of Deeds, book 8, leaf 121.

⁴Essex Registry of Deeds, book 13, leaf 1. ⁵Essex Registry of Deeds, book 8, leaf 165.

William Sikes of Beverly, weaver, Jan. 30, 1687-8; and, for twenty shillings, Mr. Sikes conveyed it to Samuel Clements of Salem, mariner, Aug. 20, 1089, 7 For twenty shillings, Mr. Clements conveyed it to Mr. Harlins, who owned the rest of this let, Jan. 20, 1689-60; and thus Mr. Marking become the average of the cuties let.

Mr. Haskins built a house upon the lot, and more gaged the whole lot with the housing thorons Oct 20, 1893. He died possessed of the estate Mov. 21, 1712.

Andrew Milest Let. This lot of land belonged to Richard Haines in 1670. David Perkins owned it is 1680; and he conveyed it to Andrew Elliot, ar., of Beverly, cords wainer, who owned it in 1687. For larty-five pounds in silver, Mr. Eliot conveyed it, including his interest in a highway to this lot (lately bought by said Porkins and others of Jonathan Rootes), to his son Andrew Elliot, jr., of Heverly May 28, 1688. Andrew Elliot, jr., of Heverly May 28, 1688. Andrew Elliot, jr., owned it in 1700.

owned it in 1700.

Mary Gale Let. This lot of land belonged to Josiah Rooks in 1667; and was recovered on execution from him in 1684(?) by Henry Kenney, ar, of Salem Village. Mr. Henriey conveyed it to Ambrose Gale of Marbiebead, administrator of the estate of Thomas Riceis, deceased, and guardien of Mary Roots, his only heir and daughter, Jone 23, 1697. Mary Roots married Asor Gale in 1697; and

it belonged to ber in 1700

William Digit Let. Capt. William Digre owned to

Andrew Elliet Let. This lot of land belouned to Willism Dixio of Beverly, yeoman, outle early. For sin pounds, he conveyed it to Andrew Elliet, in, of Beverly, mariner, Oct. 26, 1682; and Mr. Elliet owned it in

Estate of Roger Hashing House, This lot of land was called the Ferry Great field in 1605. The town of Salem

asex Registry of Davis, book 5, lest 10.

Esson Regutty of Deeds, book h, leaf 14%

Essex Ecgistry of Dards, book 15, 1527 1.

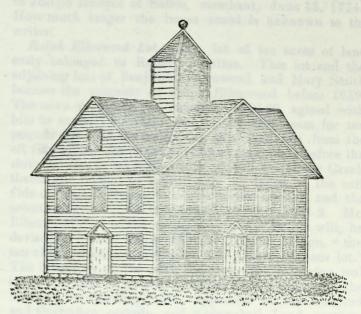
Parky Registry of Leady hash S. leaf 165.

had granted this lot of ten acres to Richard Stackhouse Nov. 26, 1638; and appointed him to keep the ferry, commencing June 30, 1653. Richard Stackhouse of Beverly, yeoman, in consideration of love and grantor's support, conveyed it with the dwelling house, barn and fruit trees thereon to his son-in-law Roger Haskins and his wife Ruth, daughter of the grantor, Feb. 21, 1692-3.1 Mr. Hoskins was a mariner and lived in Beverly. He died Jan. 3, 1693-4, intestate. In the inventory of his estate, the ten acres of land was appraised at sixty pounds, and "one Dwelling house & one Barn standing vpon sd Land which is yo homestead nere yo fferry" at fifty pounds. His son Samuel Haskins died Nov. 11, 1716, at the age of about twenty-six; and he had apparently lived in the house with his father after his marriage with Miriam Stone March 15, 1715-6. An agreement was made by Ruth Hoskins, widow of the deceased Roger Hoskins, their only surviving daughter, Mrs. Abigail Belcher, and the son Samuel Hoskins' widow Miriam Hoskins for herself and the daughter of her deceased husband and herself. July 4, 1717, in which the widow Ruth Hoskins should have the ten-acre homestead lot "that was her father Mr. Richard Stackhouse's near the ferry" and the house and barn thereon, except that said widow Miriam Hoskins should have the right to live in the lower room of the west end of the house, etc., while she improved the ferry and also the ferry boat. Mrs. Ruth Haskins, for two hundred pounds in money, conveyed this ten acres of land with "the appurtenances thereon standing" to her daughter Abigail Belcher of Beverly April 8, 1720.2 She was very sick in the spring of 1722, but rallied and married, for her third husband, Nathaniel Clark a year later. She died in the winter of 1730-1, having in her will devised all her housing and lands to Richard Ellis, son of Thomas Ellis. In her inventory the dwelling house and barn and the ten acres of land were valued at three hundred pounds. The premises were in possession of Thomas Ellis of Beverly Sept. 1, 1738, when Mrs. Miriam Haskins, who had married Jona-

¹Essex Registry of Deeds, book 9, leaf 101. ²Essex Registry of Deeds, book 38, leaf 107.

. the son Samuel Hesting widow Mariem Mostrine for herof the west and of the house, etc., while the humas the Agrey and also the ferry book. This Ruth Best will

Pasex Register of Deads, book 25 leaf 101.



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BEVERLY MEETING HOUSE, 1700



than Cole Jan. 1, 1722, conveyed her interest in the estate to Thomas Ellis.¹ Richard Ellis of Beverly, yeoman, conveyed the land and buildings, for four hundred pounds, to Paul Jewett of Rowley, yeoman, April 28, 1769;² and, for five shillings, Mr. Jewett reconveyed the estate to Mr. Ellis Oct. 5, 1769.³ Mr. Ellis conveyed the property to Joseph Hodges of Salem, merchant, June 15, 1774.⁴ How much longer the house stood is unknown to the writer.

Ralph Ellenwood Lot. This lot of ten acres of land early belonged to Robert Moulton. This lot and the adjoining lots of Benjamin Ellenwood and Mary Smith became the property of Ralph Ellenwood before 1659. The town of Salem, in January, 1659-60, agreed with him to support a certain pauper for two years for ten pounds and "all the wast lande that is comon from the eft fide of his lott to the poynt and foe rounde before the riuer foe farr as his lande goeth withall marfh or Creek thatch and further he hath libertie to fence on the east fide of his lott Downe to a lowe water marke," and the selectmen granted the land to him March 6, 1661-2. Mr. Ellenwood died in the spring of 1674. In his will, he devised to his son Ralph, when he became of age, "the ten akres which was formerly old Robert Moltons lot." The inventory of the estate mentions the following real estate: "The lot commonly called Molton's lot, with the building, orcharding," etc., appraised at one hundred and thirty-five pounds, and "plowabell Land, pasture, with part of the orchard," at one hundred and thirty pounds. The real estate was divided among the children April 17, 1695, and this lot was assigned to Ralph Ellenwood according to the terms of the will.5 In this division there was "Laid Out for Our owne Conveniency a high Way athwart all our land . . in breadth Twenty four foot begining at Ralph Ellinwoods Easterly line to be Extended Westerly to John Smiths Cove." Ralph Ellenwood owned the lot in 1700.

¹Essex Registry of Deeds, book 146, leaf 241. ²Essex Registry of Deeds, book 126, leaf 149.

^{*}Essex Registry of Deeds, book 130, leaf 42.

⁴Essex Registry of Deeds, book 134, leaf 289. ⁵Essex Registry of Deeds, book 11, leaf 192.

than Cole Jan. I, 1722, conveyed her interest in the estate to Thomas Ellis! Richard Ellis of Boverly, Jeoman, conveyed the land and buildings, for four hundred possels, to Paul Jewett of Rowley, yeoman, April 28, 1709; and, for five shiftings, Mr. Jewett reconveyed the estate to Mr. Ellis Oct. 5, 1739. Mr. Ellis conveyed the property to Jeseph Hodges of Salem, merchant, June 15, 1774. How much longer the house stood is unknown to the

writer

building, orobarding," etc., appraised at one adulted and thirty-five pounds, and "plouvabell Land, pasture, with part of the orobard," at one hundred and # 175 pounds. The real estate was divided among the El alali April 17, 1695, and this lot was resigned to Raise then.

> 'Essex Registry of Doods, book 146, lent Bill Paser Registry of Doods, book 126, lent 148 Fracer Registry of Doods, book 160, lent 43.

Beser Registry of Deeds, book 134, lent 259.

Benjamin Ellenwood House. This lot of land belonged to Ralph Ellenwood as early as 1659-60. In January, 1659-60, the town of Salem agreed with him to support a certain pauper for two years for ten pounds and "all the wast lande that is comon from the est fide of his lott to the povnt and foe rounde before the river foe farr as his lande goeth withall marfh or Creek thatch and further he hath libertie to fence on the east fide of his lott Downe to a lowe water marke," and the selectmen of Salem granted the land to him March 6, 1661-2. Mr. Ellenwood died in the spring of 1674; and his real estate was divided among his children April 17, 1695.1 His son John Ellenwood of Beverly, husbandman, conveyed his interest in the estate to his brother Benjamin Ellenwood of Beverly June 12, 1694; and this lot was assigned to Benjamin for his and his brother John's shares. Benjamin Ellenwood subsequently lived upon this lot, and died March 28, 1731. How long the house stood is uncertain.

Mary Smith House. This lot of land belonged to Ralph Ellenwood in 1660. In January, 1659-60, the town of Salem agreed with him to support a certain pauper for two years for ten pounds and "all the wast lande that is comon from the eft fide of his lott to the poynt and foe rounde before the river foe farr as his lande goeth withall marsh or Creek thatch and further he hath libertie to fence on the east fide of his lott Downe to a low water marke," and the selectmen granted the land to him March 6, 1661-2. Mr. Ellenwood died in the spring of 1674; and his real estate was divided among his children April 17, 1695.1 This lot was assigned to his daughter Mary, wife of John Smith of Beverly, coaster. Mr. Smith built a house upon the lot, and, for one hundred pounds, conveyed to Robert Hale, esquire, of Beverly, physician, "my house, outhousing & Land Being that whereon I now Dwell Scituate . . In Beverly . . near ye ferry place," Nov. 19, 1702.3 Mr. Smith removed to Middleboro. Dr. Hale, for one hundred and ten pounds, con-

Essex Registry of Deeds, book 11, leaf 192.

²Essex Registry of Deeds, book 10, leaf 3. ³Essex Registry of Deeds, book 15, leaf 261.

Benjamia Ellenwood as early as 1659-60. In January, 1659-60, the town of Salem spreed with him to support a certain pauper for two years for ten pounds and "alt the wast lands that is comen from the off fide of his lott to the poynt and for rounds before the river for far as the poynt and for rounds before the river for far as his lands goeth withall marth or Creek thatch and for the he hath libertia to fence on the east fide of his left. Downs to a lowe water marks," and the selectmen of Salem granted the land to him blarch 6, 1661-2. Mr. Ellenwood died in the spring of 1674; and his real saints was divided among his children April 17, 1695, 1 His con interest in the estate to his brother Benjamia Ellenwood of Beverly, inschaning, conveyed his interest in the estate to his brother Benjamia Ellenwood of Beverly, inschantia los was anigned to interest in the estate to his brother Honjamia Ellenwood for Beverly June 12, 1694; and this los was anigned to min Ellenwood subsequently lived upon this los, and died March 28, 1781. How long the hours stood is uncertain.

Mary Smith House. This lot of land belonged to Malph Ellenwood in 1660. In January, 1659-60, the town of Salem agreed with him to support a vertain pauper for two years for ten pounds and "all the wall lands that is opmore from the eff. I'de of his lott to the poynt and for comou from the eff. I'de of his lott to the poynt and for martin or Greek thatch and forther be buth libertie to fear a martin or Greek thatch and forther be buth libertie to fear and the saft fide of his lott Downs to a low water marks."

I folly. Mr. Ellenwood died in the spring of 1674; and his real coints was divided among his shildren april 14. I folly. This lot was assigned to his taughter. Mr. Smith I gill in the support that the lott of John Smith of Beverly, coaster. Mr. Smith I gill in house upon the lot, and, for one hundred pounds, combouse upon the lot, and, for one hundred pounds, combouse, outhousing & Land Being that whereon I now place." Nov. 19, 1702. Mr. Smith removed to Middle Doro. Dr. Hale, for one hundred and ten pounds, complete. The land that the pounds complete. The land the hundred and ten pounds, complete. The land that the pounds complete. The land that the pounds complete. The land that the pounds complete. The land the hundred and ten pounds complete. The land that the pounds complete.

Reser Registry of Deads, book 11, had the

Haven Haristry of Deeds, book 15, leaf 901

veyed the dwelling house, barn and land to Benjamin Ellingwood of Beverly, coaster, Jan. 5, 1703.1 Mr. Ellingwood died March 28, 1731. How long the house stood is uncertain.

Samuel Stone Lot. This lot of land early belonged to Capt. William Dixie of Beverly, yeoman. He died in the spring of 1690, having in his will devised his real estate to his five daughters, Mary Woodberry, Anna Judkin, Abigail Stone, Elizabeth Morgan and Sarah Gale.

That portion of this lot lying southerly of the dashes became the estate of this daughter Mary, wife of Hugh Woodberry of Bristol, Mass., mariner; and, for love, she conveyed it to her daughter Ann Woodberry of Bristol March 11, 1691-2.2 For twenty-one pounds, Miss Woodberry conveyed it to Samuel Stone of Beverly, mariner, March 13, 1692,3

That part of this lot lying northerly of the dashes became the estate of Captain Dixie's daughter Abigail, widow of John Stone, sr., of Beverly; and, for twentyeight pounds, she conveyed it to her son Samuel Stone of Beverly, seafaring-man, Jan. 20, 1698-9.4

Mr. Stone owned the entire lot in 1700.

Edmund Gale House. This lot of land early belonged to Capt. William Dixie of Beverly, yeoman; and he conveyed it to his daughter Sarah and her husband Edmond Gale and such of their children as they might appoint April 29, 1685.5 The house of Mr. and Mrs. Gale then stood on the lot. In his will, subsequently, Captain Dixie provided that the real estate he devised to his daughters, with one exception, should be conveyed only to their children, that is, each to some one of her children. Edmond Gale of Beverly, fisherman, for five pounds, conveved to Charles Johnson of Beverly, weaver, and his wife Miriam, daughter of Mr. Gale, "ye Little Dwelling house thereon Standing now in yo Occupation and Tenure of Samuel Elliot" and the land adjoining it Feb. 15.

¹Essex Registry of Deeds, book 21, leaf 96.

²Essex Registry of Deeds, book 11, leaf 129.
⁸Essex Registry of Deeds, book 11, leaf 130.
⁴Essex Registry of Deeds, book 14, leaf 119.

Essex Registry of Deeds, book 10, leaf 36.

vered the dwelfing house, barn and lend to Besianin Ellingwood of Beverly, coaster, Jan. 5, 1708.1 Mr. Ellingwood died March 28, 1731. How long the house

stood is uncertain

Somed Stone Lot. This lot of land early helonged to Capt William Dixis of Beverly, yeoman, He diod. in the spring of 1890, having in his will devised his rest estate to his five daughters, Mary Woodberry, A ma Jud. Mig. A higad Stone, Enzabeth Morgan and Carsh Guler

That portion of the lot lying southerly of the dashes, became the estate of this daughter Mary, wife of Hugh Woodberry of Bristol, Mass, mariner; and, for love, she conveyed it to her daughter Ann Woodberry of Bristol March 11, 1691-22. For twenty-one pounds, Miss Woodberry conveyed it to Samuel Stone of Beverly, mariner, March 13, 1692.

That part of this lot lying northerly of the dashes became the estate of Captain Dixlo's daughter Abiguil, widow of John Stone, sr., of Beverly; and, for twenty-eight pounds, she conveyed it to her sad Samuel Stone of Bernely sectaring men day 20, 1898-9.

Mr. Stone owned the satire lot in 1700.

Edward Gale House. This lot of land early belonged to Capt. William Dixis of Boverly, yeomen; and he converged it to his daughter Sarah and her hundred Edmond Gale and such of their children as they might appoint April 29, 1685. The house of hir, and him, Gale then shoot on the let. In his will, subsequently, Captain Dixis provided that the real eatate he derived to his daughters, with one arception, should be consoled as his to their children, that is, each to some one of its initiated to their children, that is, each to some one of its initiated Veyed to Charles Johnson of Hererly, weaver, and his wife Miriam, daughter of Mr. Gale, " ye Little Dwaling wife Miriam, daughter of Mr. Gale, " ye Little Dwaling bouse thereon Standing now in y Occupation and Tenure of Semuci Elliot" and the land adjoining it Feb. 15,

PERSON Registry of Deeds, book 31, bal 96, "Easen Registry of Deeds, book 11, bal 189 First Registry of Deeds, book 11, bal 180 First Registry of Deeds, book 14, bal 180 First Registry of Deeds, book 18, bal 180 First Registry of Deeds, book 19, bal 180 First Registry of Deeds book 19, bal 180 First Registry of Deeds Registry 18, bal 180 First Registry of Deeds Registry 18, bal 180 First Registry of Deeds Registry Registry 18, bal 180 First Registry 18, bal 180 First Registry 18, bal 180 First Registry 180 First Registry

1708-9; and Mr. Johnson became a clothier. With his wife Meriam, Mr. Johnson conveyed, for thirty pounds, to Simon Willard of Boston, merchant, this small dwelling house, shop and land Oct. 8, 1709. How much

longer this house existed is not known.

John Standley House. John Raymond, sr., of Beverly, yeoman, owned this lot of land in 1681; and, for fourteen pounds in silver, conveyed it to John Richards of Beverly, weaver, April 26, 1688.3 Mr. Richards built a dwelling house and barn thereon, and, for forty-five pounds, conveyed the house, barn and land to John Standley of Beverly, mariner, Feb. 1, 1694-5.4 Mr. Standley became a weaver, and, for sixty pounds, conveyed the dwelling house and land to George Tuck of Beverly, coaster, April 1, 1707.5 For one hundred and fifty-five pounds in money, Mr. Tuck conveyed the house and land around it to William Tuck of Beverly, coaster, Jan. 16, 1730-1.6 The "old house" was standing in 1763.

William Haskell House. This lot of land was granted by the town of Salem to James Standish of Salem in or before 1649.

May 1, 1652, the selectmen of Salem

Granted to James Standish the litle spruce swamp lying neare his house pyided it shalbe free for any Inhabitant to make use of any of the wood or trees in it while any doe remayne growing there

For thirty-five pounds, which was paid equally by William Dixey and his son-in-law Hugh Woodbury, Mr. Standish conveyed to William Dixie this land and swamp thereto adjoining Dec. 22, 1652; and Mr. Woodbury built a house upon this lot and lived in it. Mr. Dixey, who then lived in Beverly, and Mr. Woodbury divided the property, Mr. Dixy releasing to Mr. Woodbury this lot and half of the swamp July 27, 1681. For eighty pounds, Hugh Woodbury of Beverly, mariner,

¹Essex Registry of Deeds, book 38, leaf 135. ²Essex Registry of Deeds, book 22, leaf 193. ³Essex Registry of Deeds, book 10, leaf 150. ⁴Essex Registry of Deeds, book 39, leaf 251. ⁵Essex Registry of Deeds, book 54, leaf 248. ⁷Essex Registry of Deeds, book 1, leaf 16.

^{*}Essex Registry of Deeds, book 6, leaf 10.

1708-9; and Mr. Johnson became a clothier. With his wife Meriam, Mr. Johnson conveyed, for thirty pounds, to Simon Willard of Boston, merchant, this small dwelling house, shop and land Oct 8, 1709. How much

John Standley House. John Raymond, or, of Beverly, yeoman, owned this lot of land in 1681; and, for four leen pounds in aliver, conveyed it to John Richards of Beverly, weaver, April 26, 1688. Mr. Richards built a dwelling house and harn thereon, and, for forty-five pounds, conveyed the house, harn and land to John Standley of Heverly, mariner, Feb. 1, 1694-5. Mr. Standley became a weaver, and, for sixty pounds, conveyed the dwelling house and land to George Tuck of Beverly, coaster, April 1, 1707 6. For one hundred and fifty-five pounds in money, Mr. Tuck conveyed the house and land around it to William Tuck of Beverly, coaster, Jan. 16, 1730-1. The "old house" was standing in

William Harlell House. This lot of hand was granted by the town of Salem to James Standish of Salem in or before 1649.

May I, 1652, the selectmen of Salem

Offsated to James Standish the litle spruce awamp lying neare his bones prided it shalls from for any lababilized to make was of any of the wood or tess in it while any doe remayor growing thore

Niliand Dixey and his son-in-law Hopts Weedbury. His Standish conveyed to William Dixio this land, and his son-in-law Hopts Weedbury. His Standish conveyed to William Dixio this land, and want p thereto adjoining Dec. 22, 1052; and the Woodbury built a house whom this lot and lived in Feverly, and Mr. Weiffeld Dixey, who then lived in Beverly, and Mr. Weiffeld divided the property, Mr. Dixy releasing to Mr. Weiffeld bury this tot and half of the swamp July 27, 1081. For eighty pounds, Magh Woodbury of Beverly, mariner,

Paser Registry of Deeds, book 38, leaf 136, Taser Registry of Deeds, book 22, leaf 198, Taser Registry of Deeds, book 10, leaf 130, leaf 130, leaf 130, leaf 130, leaf 130, leaf 131, leaf

Exact Royletter of Deede, book 0, lent 10.

conveyed to William Hascoll of Beverly, mariner, this lot with the dwelling house thereon and his half interest in the swamp and his interest in the road running by the house July 29, 1681.1 Capt. William Dixie of Beverly. for forty shillings, conveyed to William Hascoll of Beyerly his half of the swamp Oct. 12, 1683.2 Mr. Hascoll died in 1695. His will was made at sea Aug. 11, 1694. and proved Nov. 5, 1695. In it, he devised to his eldest son William Hascoll (under sixteen years old) his now dwelling house and tract of land thereto adjoining. The house, barn and land and swamp were then appraised at one hundred and thirty pounds. William Haskell died about 1715, when administration upon his estate was granted to his brother Robert Haskell of Beverly, mariner. Robert Haskell and his wife Mary conveyed the estate to Benjamin Ober of Beverly, coaster, May 10, 1721. Mr. Ober died "att the house of Thomas Blashfeld, at Barwick in Nechewaneck," Nov. 17, 1723. The house, barn and land were then appraised at three hundred and fifty pounds. His daughter Ann Hale of Beverly, widow, for three hundred pounds, conveyed to William Bartlett, ir., of Marblehead, mariner, her now dwelling house and land, in the possession of Daniel Batchelder, Sept. 8, 1740.3 William Bartlett, late of Beverly, "now being and residing in the County of Westmoreland in the State of Pennsylvania merchant," for two hundred and fifty-five pounds, conveyed to Robert Haskell of Beverly, mariner, the house, barn and land adjoining Feb. 15, 1793.4 Mr. Haskell died June 19, 1799; having in his will devised his real estate, after the death of his widow Sarah, to his son Robert Haskell. The house, barn and land adjoining were then appraised at fourteen hundred dollars. Robert Haskell lived in Beverly, being a yeoman, and died Sept. 8, 1842. In the inventory of his estate, this house and the land adjoining was appraised at fifteen hundred dollars. In his will he devised the same to his son Andrew and daughters Sally

¹Essex Registry of Deeds, book 9, leaf 186.

Essex Registry of Deeds, book 9, leaf 185.
Essex Registry of Deeds, book 79, leaf 187.

Essex Registry of Deeds, book 155, leaf 205.

dredsand fifty pounds. His daughter Aon Hale of Feydeath of his widow Samin, to his son liewed Markell. The bouse, barn and land adjoining were \$2.0 topograph at fourteen hundred dollars, Robert Maskell Byer to

Have Registry of Dands, book 9, and 190, Kasez Registry of Dands, book 0, lock 185. Reset Registry of Dands, book 10, lock 187

[&]quot;Essex Hegrater of Descia, bond 15s, leat 205,

and Mary Ann, and the survivor of them, if any of them died before himself or his wife. Andrew had died, of consumption, May 8, 1842, and Sally died, of palsy, the day before her father's death. Mary Ann Haskell thus became the sole owner of the estate under her father's will: and she conveyed the dwelling house and land adjoining to Josiah L. Foster of Beverly, merchant, June 30, 1845.1 Mr. Foster removed the old house about 1875.

Mary Gale Lot. This lot of land belonged to Josiah Roots about 1680; and was recovered on execution from him in 1683(?) by Henry Kenney, ir., of Salem Village. Mr. Kenney conveyed it to Ambrose Gale of Marblehead, administrator of the estate of Thomas Root, deceased, and guardian of the latter's daughter Mary Roots, who was then his only heir, June 23, 1697.2 Mary Roots married Azor Gale in 1698, and the lot was owned by her in 1700.

Joseph Drinker Lot. This lot of land belonged to Thomas Tuck in 1665, and to Joseph Drinker of Beverly, shipwright, perhaps as early as 1684 and as late as 1700.

Thomas Cox Houses. That part of this lot of land lying westerly of the dashes was early owned by William Dixsy, who, in or before 1665, conveyed it to John Porter, sr., of Salem Village. Mr. Porter died Sept. 6, 1676. His wife Mary was the executrix of his will, and she gave this lot by deed to "my nephew" Thomas Gardner, son of Thomas Gardner and "husband of my daughter Mary," June 28, 1678.3 For eighteen pounds, Thomas Gardner of Salem, mariner, conveyed it to Thomas Cock of Beverly Feb. 13, 1695-6.4

That part of this lot lying between the dashes, with the house thereon, was conveyed by William Dodge, ir., of Salem, yeoman, for thirty-six pounds, to William Woodbury of Salem, mariner, April 27, 1665.5 The next conveyance of this part of the lot is from John Rayment, sr., of Beverly, yeoman, for thirty-two pounds, to Thomas

¹Essex Registry of Deeds, book 361, leaf 126.

Essex Registry of Deeds, book 13, leaf 1.
Essex Registry of Deeds, book 5, leaf 2.
Essex Registry of Deeds, book 12, leaf 84.
Essex Registry of Deeds, book 2, leaf 113.

Mr. Kenney conveyed it to Ambrose Gale of Marblehead, Mr.

chipwright, perhaps as cardy as 1684 and as late as 1700.

per son of Thomas Gardner and Thosband of my daught

Cox of Beverly, mariner, March 18, 1698.1 A house upon the premises was conveyed by this deed; and it dis-

appeared soon afterward.

That part of the lot lying easterly of the dashes was owned by Christopher Croe as early as 1665; and on a judgment obtained against him by William Browne, sr., of Salem, esquire, it was set off on execution about 1678. It was in the possession of Nathaniel Wallis in 1678. For fifteen pounds, Mr. Browne conveyed it, with a house

thereon, to Mr. Cox Feb. 2, 1686-7.2

Thus the entire lot came to be owned by Mr. Cox. He died in the winter of 1709-10, intestate. His then homestead of two and a half acres of land was appraised at twenty pounds, and the "Old house & Barn yron" at eleven pounds and ten shillings. The real estate was divided Jan. 29, 1732-3, and the eastern half of the house and land was assigned to his widow Hannah Cox as a part of her dower in his estate, and she then dwelt in this house. That half of the house was then valued at two pounds. The remainder of the house and land adjoining was assigned to his second son Richard Cox. The house

was apparently gone about 1740.

John Tuck House. This lot of land belonged to Thomas Tuck of Beverly; and, for thirteen pounds and fifteen shillings, he conveyed it to his son John Tuck Nov. 21, 1677.2 John Tuck built a house thereon, in which he lived, being a husbandman. He died in the spring of 1723, having in his will devised "my now dwelling house and barn" and land to his son John. The land, comprising about ten acres, was appraised at two hundred and seventy-eight pounds, five shillings and nine pence; the house at forty shillings and the barn at the same amount. John Tuck, the son, lived here, being a coaster; and for eighty-one pounds in current money he conveyed the house and land to his sons Samuel, Ralph and Thomas Tuck, all of Beverly, mariners, Jan. 29, 1735.3 Ralph Tuck of Beverly, fisherman, for twenty-five pounds, released his interest in the estate to his brothers Samuel

¹Essex Registry of Deeds, book 13, leaf 244. ²Essex Registry of Deeds, book 6, leaf 39.

Essex Registry of Deeds, book 71, leaf 44.

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1723 daving to his will devised "my now dwelling bours eighty-one pounds-is ourrent money be convered the

and Thomas Tuck, both of Beverly, coasters, March 14. 1737.1 Samuel Tuck died Feb. 7, 1740; and his brother Thomas Tuck, the owner of the other half of the premises, became the owner of Samuel's half. This half of the house was then appraised at thirty-five pounds. Thomas Tuck died March 18, 1775, being a yeoman. His estate was not divided until April 7, 1784, when the northwestern half of the house and land was assigned to his daughter Anna Masury, and the southeastern half to his daughter Jane Elliot. The house then included the west lower room, the east lower room, kitchen, the west great chamber, the east chamber over the kitchen, garret, etc. How much longer the house stood has not been determined.

John Lovett Lot. This lot of land belonged to John

Lovett, sr., in 1688 and 1700.

Estate of Roger Haskins Lot. This lot of land belonged to Jonathan Roots in 1687; and, March 26, 1688, Jonathan Roots of Beyerly, fisherman, for seven pounds, conveyed it to Roger Hoskins of Beverly, mariner.2 Mr. Haskins died Jan. 3, 1693-4, intestate; and it belonged to his estate in 1700.

John Lovett Lot. Jonathan Roots of Marblehead, fisherman, for four pounds, conveved this lot of land to John Lovett, jr., of Beverly, husbandman, Feb. 8, 1687;3 and

it belonged to Mr. Lovett in 1700.

John Lovett Lot. Thomas Whiteridge of Beverly, carpenter, owned this lot of land in 1687; and, for twenty pounds, conveyed it to John Lovett, sr., of Beverly, husbandman, Jan. 4, 1689.4 Mr. Lovett owned it in 1700.

John Lovett Lot. John Lovett owned this lot of land in 1689, and his son Simon lived in the house which stood thereon. John Lovett died Sept. 10, 1727, having devised the lot to Simon (who was living there in 1723) for his life, and then to the latter's sons William and Abraham. The house was gone in 1756.

John Lovett House. This lot of land belonged to Jo-

¹Essex Registry of Deeds, book 75, leaf 149. ²Essex Registry of Deeds, book 8, leaf 35. ³Essex Registry of Deeds, book 8, leaf 26. ⁴Essex Registry of Deeds, book 8, leaf 170.

and Thomas Tuck, both of Beverly, counters, March 14, 1787. Samuel Tuck died Feb. 7, 1740; and his brother Thomas Tuck, the owner of the other half of the premises, became the owner of Samuel's half. This half of the horse was then apprecised at thirty-five pounds, the horse was then apprecised at thirty-five pounds. Thomas Tuck died March 18, 1775, being a yeoman. His estate was not divided until April 7, 1784; when the northwestern half of the house and land was assigned to his daughter Anna Masury, and the southeastern half to his daughter Jane Elliot. The house then included the year own, the east lower room, the east lower room, the east lower room, the east chamber over the krahen, generated. Here much longer the house shood has not been determined.

John Levett Lot. This lot of land belonged to John

Lovett, sr., in 1688 and 1700

Relate of Roger Harbins Let. This lot of land belonged to Jonathan Roots in 1687; and, March 26, 1688, Jone than Roots of Beverly, fisherman, for seven pounds, our veyed it to Roger Hoskins of Beverly, mariner? Mr. Haskins died Jeu: 8, 1698-1, intestate; and it belonged to his estate in 1700.

John Lovett Let. Jonethan Roots of Marblebead, fisherman, for four pounds, conveyed this lot of land to John Lovett, jr., of Beverly, bushendman, Feb. 8, 1687; and

John Lovett Lot. Thomas Whiteridge of Beverly, our penter, owned this lot of land in 1687; and, for Inventy pounds, conveyed it to John Loveth er, of Beyerly, bus bandman, Jan. 4, 1683. Mr. Lovett evened it in 1700.

John Lovett Let., John Lovett ownod this lot of land in 1889, and his son Simon lived in the house which stood thereon. John Lovett died Sept. 10, 1727, having deviced the lot to Simon (who was living there in 1723) for his life, and then to the latter's sons William and Ahrahan. The house was work in 1750.

John Lovett House. This lot of land belonged to Jo

Essex Registry of Deeds, book 75, lent 103.

Resex Register of Daeds, book 5, leaf 55.

Passex Registry of Diesda, book S, leaf 25.

Ester Megiatry of Denda, book 8, hat 170.

seph Roots in 1651; and Josiah Roots, sr., of Beverly, husbandman, for three pounds, conveyed it to his (son-inlaw?) John Lovett, sr., of Beverly, cooper (the grantor having already conveyed two acres of three described and conveyed in this deed to his daughter (Bethiah?). March 30, 1677.1 Mr. Lovett apparently had built a house upon this lot some years before. Mr. Lovett died Sept. 10, 1727, at the age of about ninety-one. In his will he devised his dwelling house and barn and fourteen acres of land adjoining, between the country road and the sea, with the orchard, etc., to his son Benjamin Lovett "who now liveth with me." The will is dated May 17, 1723. Benjamin Lovett was a husbandman, and lived here. Lovett died June 10, 1740; having in his will devised to his son James his house, barn and shop and land. The dwelling house and shop or workhouse adjoining to it was valued at two hundred pounds; the barn at twentyfour pounds; and "ye homestead land, whereon ye said dwelling house and barn now standeth," being fifteen acres and eighty rods, at four hundred and thirty-four pounds. The house was probably standing in 1700.

John Lovett Lot. This lot of land belonged to Nathaniel Bishop of Salem Aug. 10, 1651, when, for eight pounds, he conveyed it, with the house thereon, to William Hore, fisherman. Mr. Hoar lived here, and died in or before 1696. All that remained of the house at the time of Mr. Hoar's decease, in 1696, was "a small parcel of old Timber & a small parcel of old Boards being ye Remaind of an old house formerly the said Hoar's," which were valued at ten shillings. Mrs. Sarah Price of Salem, widow of Capt. John Price of Salem, administratrix of the estate of Mr. Hoar, for twenty-two pounds, conveyed this land to John Lovett, jr., of Beverly, fisherman, June 23, 1696; and it belonged to Mr. Lovett in

1700.

John Lovett Lot. This lot of land belonged to Thomas Roots in 1651; and Thomas Roots, sr., and George

Hodges, both of Salem, conveyed it to John Lovett, jr.,

'Essex Registry of Deeds, book 4, leaf 188.

²Essex Registry of Deeds, book 1, leaf 10. ³Essex Registry of Deeds, book 11, leaf 134.

of Beverly Feb. 16, 1678-9. Mr. Lovett owned the lot in 1700.

Robert Briscoe House. Nathaniel Marsters of Salem, tailor, conveyed this lot of land to John Lambert, sr., of Salem, fisherman, with "my dwelling house" and orchard "near the meeting house on Bass river side, May 8, 1667; and Mr. Lambert, then called of Beverly, for love, conveyed to his grandson John Lambert, ir., of Salem, mariner, this "my now dwelling house" and land Nov. 3, 1682.3 John Lambert, ir., of Salem conveyed the same house and land to William Swetland of Salem, tailor, May 5, 1686; and Mr. Swetland removed to this house. For seventy-two pounds and fifteen shillings, Mr. Swetland conveyed to Robert Briscoe of Beverly "my homestead nigh the meeting house. I bought of John Lambert," Feb. 27, 1687-8.5 Mr. Briscoe apparently owned the estate in 1713; but how long the house stood has not been learned with certainty.

Burial Ground. The town of Beverly procured of John Lovett, jr., this acre of land for a burial place May 8, 1672; and it has been used for that purpose ever since.

Meeting House. The first meeting house on Cape Ann Side or Bass River Side was built about 1656. It had a pulpit and a gallery, but its size is unknown.

A fort was built of stones about the meeting house in

the autumn of 1675, the time of the Indian war.

As the population increased the meeting house became too small, and in 1682 a new building was erected, fifty feet in length and forty feet in width. Its cost was three hundred and fifty pounds in silver. The building committee were Mr. John Dodge, Sergeant Hill, Corp. William Raiment, Thomas Woodbury and William Dodge, jr. Its site was "by the old meeting hous between said old meeting hous & Roger Haskins his hous." The old meeting house, with the exception of the pulpit, was sold in 1684, and the stones around it (the remains of the

¹Essex Registry of Deeds, book 5, leaf 63. ²Essex Registry of Deeds, book 3, leaf 13. ³Essex Registry of Deeds, book 6, leaf 84.

⁴Essex Registry of Deeds, book 7, leaf 75. ⁵Essex Registry of Deeds, book 8, leaf 44.

of Baverly Feb. 16, 1878-9. Mr. Lovett owned the lot in 1700.

Haber Brisse Haus. Nathaniel Marsters of Salem, tailon, conveyed this lot of land to John Lambert, an, of Salem, fisherman, with "my dwelling house" and circhard "near the meeting house on liass river side, May 8, 1667; and Mr. Lambert, then called of Beverly, for love, conveyed to his grandson John Lambert, in, of Salem, mariner, this "my now dwelling house" and land Nov. 8, 1682. John Lambert, if, of Salem conveyed the same house and land to William Swetland of Salem, tailon, May 5, 1686; and Mr. Swetland removed to this house, May 5, 1686; and Mr. Swetland removed to this house, for seventy two pounds and litters shillings, Mr. Swetland conveyed to Robert Briscos of Beverly "my house stead night the meeting house, I hought of John Lambert," Feb. 27, 1687-8. Mr. Briscos supercoully owned the estate in 1718; but how long the house stood has not head learned with certainty.

Burial Ground, The town of Beverly precured of lond Lovett, in this acre of land for a harrist place May 8, 1672; and it has been used for that purpose ever since.

Side or Heas fliver Side was built about 1050. It had a pulpit and a gallery, but its size is unknown.

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Brack Register of Ducks, book 5, test 63

Exect Regular of Danie, book 7, leaf 75,

fort, probably) were used to make a wall about the burial ground. The new meeting house was used for public meetings of the town, and in 1727 a room was built in it in which to keep the town's supply of ammunition. This edifice served the parish until June 27, 1770, when it was taken down to make room for a new and larger one.

That part of this lot of land lying southwesterly of the dashes belonged to Samuel Corning in 1687, and was then lying common; and it remained common as late as

1691.

Joseph Morgan House. This lot of land belonged to Robert Morgan in 1672. He died in the winter of 1672-3; having devised to his son Samuel Morgan that part of the lot lying southwesterly of the dashes, and to his son Joseph Morgan that part lying northeasterly of the dashes. Samuel built a dwelling house upon his part of the premises. Joseph Morgan owned his portion of the estate in 1700; and Samuel Morgan, who was a cooper, died possessed of the house and his part of the land about the first of December, 1698. In his will he devised the west end of the house to his wife Mary Morgan for her life. In the inventory of his estate "one large dwelling house and barn" are appraised at sixty pounds. The house and that part of the land became the property of his brother Joseph Morgan before 1700, when it belonged to him. How long the house stood is not known to the writer.

Samuel Lovett House. This lot of land was owned by Robert Morgan, sr., in 1671. He died in the winter of 1672-3; having in his will devised the western part of it, including the west end of the house, to his son Benjamin, "as he was at charges to build that part," and the rest of the house and land to his wife and daughter Bethiah and the survivor of them. The homestead, with the buildings thereon, were then appraised at one hundred and sixty-one pounds. Margaret Morgan, widow of the deceased, married, secondly, Samuel Fowler, sr., of Salisbury, shipwright; and Mr. and Mrs. Fowler conveyed to Samuel Weed of Amesbury, cordwainer, who had married the daughter Bethiah Morgan, said widow's interest

fort, probably) were used to make a wall about the outled ground. The new meeting house was used for public meetings of the town, and in 1727 a room was built in it in which to keep the town's supply of amunation. This edifice served the parish until June 27, 1770, when its was taken down to make room form new and larger one. That part of this lot of land lying southwesterly of the dashes belonged to Samuel Corning in 1637, and was then lying common; and it remained common as late as

Joseph Morgan House. This lot of land beleased to Robert Morgan in 1672. He died in the winter of 1612. It having devised to his son Samuel Morgan that part of the loseph Morgan that part lying northeastarly of the dashes, and to his son deather. Samuel built a dwelling house upon his part of the premises. Joseph Morgan orened his portion of the catalle in 1700; and Samuel Morgan orened his portion of the died possessed of the house and his part of the land about the first of December, 1636. In his will be devised the life. In the inventory of his estate "one large dwelling west and burn" are appraised at sixty pounds. The house and that part of the land recarse the pourse and that part of the house and the property of his brother Joseph Morgan before 1700, when it belonged to him. How long the house stood is not known to the

Surved Lovett House. This lot of land was owned by Schort Morgan, at, in 1671. He died in the winter al 1672.3; having in his will devised the western part of il, helding the west ond of the house, to his son lienance, and in the was at charges to build that part," and secretary of the house and land to his wife and daughter feelful and the surviver of them. The housestead, substrate huildings thereon, were then approved at one hundred and sixty-one pounds. Margaret Morgan, widow of the bury, shipwright; and Mr. and Mrs. Fowler, st., or Salles bury, shipwright; and Mr. and Mrs. Fowler, so or Salles and the daughter Bethiah Mirgan, who had married the daughter Bethiah Mirgan, and widow's interest

in the estate of Mr. Morgan May 26, 1690.1 Samuel, Weed, for fourteen pounds, conveyed to Joseph Morgan, jr., of Beverly, tailor, one-third of this lot "devised to him" in the will of Robert Morgan and "confirmed to me by an execution levied thereon" and delivered by the under sheriff to Joseph Morgan, sr.; and Joseph Morgan, ir., conveyed it to Samuel Lovett of Beverly, who, then owned the lot by deed, as below stated, March 12, 1701.3 For fifty pounds, Joseph Morgan, sr., of Beverly conveyed it to Samuel Morgan of Beverly Feb. 3, 1698; and Samuel Morgan of Beverly, cooper, for one hundred and two pounds and ten shillings, conveyed it to Samuel Lovett of Beverly, seafaring-man, Aug. 31, 1699.5 Mr. Lovett removed to Norwich, Conn.; and, for three hundred pounds, conveyed the house, barn and land to Josiah Lovit of Beverly, mariner, May 27, 1729.6 How much longer the house stood is not known to the writer.

Joseph Butman Lot. Thomas Pickton of "Bass river in Salem, planter," owned this lot of land in 1667; and it was owned by Joseph Butman of Beverly, cordwainer,

in 1699 and 1700.

Matthew Butman Lot. Thomas Pickton of "Bass river in Salem, planter," owned this lot in 1667; and Matthew Butman in 1700.

John Hale Lot. Mordecaiah Creford owned this lot of land in 1652; and with his wife Judith and John Pride, all of Salem, mortgaged it to Thomas Savage, sr., of Boston, merchant, in or before 1661. Captain Savage obtained judgment for possession of the premises in the Salem quarterly court June 30, 1663; and, for forty-three pounds, conveyed it to John Hale of Beverly, clerk, Sept. 21, 1671. Mr. Hale owned the lot in 1700.

'Ipswich Registry of Deeds, book 5, page 221; Essex Registry of Deeds, book 11, leaf 87.

²Essex Registry of Deeds, book 20, leaf 80. This deed is not dated, but was acknowledged Jan. 27, 1698.

³Essex Registry of Deeds, book 20, leaf 81. ⁴Essex Registry of Deeds, book 15, leaf 203. ⁵Essex Registry of Deeds, book 13, leaf 195. ⁶Essex Registry of Deeds, book 52, leaf 41.

'Essex Registry of Deeds, book 2, leaf 33. This deed is not dated, but was acknowledged Dec. 27, 1661.

Essex Registry of Deeds, book 8, leaf 126.

in the estate of Mr. Morgan May 26, 1690. Samuels Word, for fourtess pounds, conveyed to Jeseph Morgan; i. of Bayerly, tailor, one-third of this lot "devised to him." In the will of Robert Morgan and "confirmed by me by an execution levied thereon" and delivered by the moder sheriff to Joseph Morgan, at.," and Joseph Morgan, i., and Joseph Morgan, i., and Joseph Morgan, j., conveyed it to Samuel Lovett of Beverly, who then to fifty pounds, Joseph Morgan, i., of Beverly conveyed used Morgan of Beverly, boopen for one hundred and two pounds and ten shillings, conveyed it to Samuel Lovett pounds and ten shillings, conveyed it to Samuel Lovett pounds and ten shillings, conveyed it to Samuel Lovett pounds, conveyed to Norwich. Conn.; and, for three hundred pounds, conveyed she house, bara and land to Joseph Lovett pounds, conveyed she house, bara and land to Joseph Lovett Lovett pounds, conveyed she house, bara and land to Joseph Lovett Lovett Lovett the house shoed is not known to the writer.

Joseph Betman Lot. Thomas Pickton of "Base eiver in Salem, planter," owned this lot of land in 1607; and it was owned by Joseph Butman of Becerly, confessor,

na reas sant at

Matthew Butman Lot. Thomas Pickton of "Bass river in Salem, planter," owned this lot in 1657; and Matthew

John Rale Lot. Mordecalah Croford owned this lot of land in 1852; and with his wife Judith and John Pride, all of Salem, mortgaged it to Thomas Savage, an, of Boston, merchant, in or before 1851. Captain Savage obtained judgment for possession of the premises in the Salem quarterly court June 80, 1868; and, for lotter three pounds, conveyed it to John Hale of Beverle, elected Sept. 21, 1671. Mr. Hale owned the lot in 1700.

"Ipswich Registry of Dueda, book 5, yoge 231; Moor Evgister of Doeda, book 11, leaf 87.

dated, but was salmowledged dan, 27, 1806. This deed is not

Emox Registry of Boeds, book 10, leut 203

Ensex Registry of Deeds, book 51, leaf 41

Mase Registry of Beeds, book F, leaf 33. This deed is not dated, but was acknowledged Dec. 27, 1651.

George Standley Lot. This lot of land belonged to Robert Morgan; and he died possessed of it in the winter of 1672-3. In his will he devised it to his widow Margaret and his daughter Bethiah. Mrs. Morgan married, secondly, Samuel Fowler, sr., of Salisbury, shipwright; and she and her husband released their interest in the premises to the daughter Bethiah's husband, Samuel Weed of Amesbury, cordwainer, May 26, 1690. For six pounds, Mr. Weed conveyed the lot to George Standley of Beverly March 9, 1692-3; and it belonged to Mr. Standley in 1700.

John Hale House. That part of this lot of land lying within the dashes was conveyed by Thomas Pickton "of Bass river in Salem, planter," to "the company of Bass

river" for a minister about 1659.

That part of the lot lying within the southeastern dashes was the property of John Gally and Henry Bailey of Bass river, planters, very early; and they sold it to "the company of Bass river" for Mr. Hale about 1659. No deed was given, however, until John Gally of Beverly, planter, conveyed it to "the Inhabitants of Bass river now Beverly" April 22, 1674.3

That part of the lot lying northerly of the dashes was conveyed by John Gally and Henry Bailey to Rev. John Hale to give him "an outlet into ye highway by Mr. Livermore's corner, a pole wide, and thence running about twenty rods easterly from said outlet bounded by

our land," Feb. 28, 1667.4

That part of this lot lying southerly of the highway was owned by Thomas Pickton of "Bass river in Salem," planter, very early. He conveyed it to Rev. John Hale Feb. 28, 1667.4

That part of the lot lying westerly of the western dashes was conveyed by Thomas Pickton of Beverly, planter, to Rev. John Hale April 21, 1674.3

¹Essex Registry of Deeds, book 11, leaf 87; Ipswich Registry of Deeds, book 5, page 221.

²Essex Registry of Deeds, book 11, leaf 88. ³Essex Registry of Deeds, book 4, leaf 58. ⁴Essex Registry of Deeds, book 3, leaf 34.

Grays Standley Lot. This lot of had belonged to Robert Morgan; and he died possessed of it in the winter of 1672-S. In his will be devised it to his widow Margaret and his daughter listhish. Mrs. Morgan maxied, secondly, Samuel Fowler, et. of Salisbury, shipwright and she and her lugitude released their interest in the promises to the daughter lighting is husband, Samuel Weed of Amesbury, condwalner, May 26, 1690,1 For six pounds, Mr. Weel convered the lot to George Standley of Beverly March 9, 1693,7 and it believed to Mr. Standley in 1700.

John Hale Hense. That part of this lot of lend lying within the deshes was convered by Thomas Pukton " of Bass river in Salem, planter," to "the company of Bass

river "for a minister about 1659.

That part of the lot lying within the southensian dashes was the property of John Galir and Henry Builey of Baseriver, planters, very early; and they send it to with company of Base rives." for Mr. Hab about 10.38. No deed was given, however, until John Gaily of Bereily, planter, conveyed it to "the Indibitants of Baseriver now Heverly." April 22, 1671.

That part of the lot lying continuity of the dashes were some conveyed by John Gally and Henry Balley to New John Hale to give him "an ontice into we include be been divermore's corner, a pole wide, and that a raise to about twenty rode easterly from add writer bounded by

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That part of the lot lying westerly of the western dashes was conveyed by Thomas Pickton of Beverly, planter, to Rev. John Hale April 21, 1674.

Massa Registry of Beeder book 11, lesf 57; Spawich Registry of Deeds, book 5, page 221;

[&]quot;Essex Hagistry of Dueds, book 11, lest 53.

[&]quot;Teach to place of Deeds, book & leat of

The parsonage was built on this lot; and the town of Beverly voted Oct. 10, 1693, that Rev. John Hale, its minister, "shall have ye dwelling house he now liveth in with the Two acres of Land house Lot thereunto adjoyning." in fee.1 Mr. Hale died May 15, 1700; and the estate descended to his son Robert Hale, Esq., of Beverly, physician. How long the house remained is unknown to the writer.

John Giles House. John Giles of Beverly, yeoman, owned this lot of land in 1687. His son Eliezer Giles of Beverly, carpenter, and son-in-law John Wheeler of Beverly, cooper, conveyed to Capt. Thomas West, Capt. Joseph Herrick and Lt. Robert Briscoe, in behalf of the town of Beverly, who were chosen to receive the title Feb. 19, 1705.6, the western part of the lot to "Remain for the Publick use of Said Towne Especially for millitary Exercise for Euer," March 13, 1705-6.2 Mr. Wheeler's wife joined in the deed July 6, 1706.3 Thomas Hardee, 3d, of Bradford, cordwainer, for one hundred and seventyone pounds, conveyed the dwelling house and land to Eleazer Giles, jr., of Beverly, wheelwright, Feb. 14, 1729-30;4 and Mr. Giles, for one hundred and seventy pounds, conveyed the house, barn and land to Rev. Joseph Champney of Beverly March 4, 1734-5.5 Mr. Champney died Feb. 23, 1773; and the estate belonged to his heirs in 1784. How long the house stood is unknown to the writer.

John Bond House. This lot of land was probably the ten-acre lot granted to Henry Bayley by the town of Salem in 1638. He lived in the house which stood upon the lot, being a yeoman; and conveyed "my now dwelling house," barn and ten acres of land to his son-in-law John Bond of Beverly, husbandman, for the support of himself and wife, Nov. 14, 1687.6 Mr. Bailey died May 15, 1678; and his widow Dorothy was living in 1694. John Bond

^{&#}x27;Essex Registry of Deeds, book 9, leaf 271.

²Essex Registry of Deeds, book 17, leaf 110. ²Essex Registry of Deeds, book 19, leaf 66. ⁴Essex Registry of Deeds, book 52, leaf 146.

Essex Registry of Deeds, book 69, leaf 67. Essex Registry of Deeds, book 13, leaf 174.

The parsonings was built on this lot; and the fown of Beverly world Oct. 16, 1693, that Roy: John Hale, its minister, "shall have y" dwelling house he new lineth in with the Two seres of Land house het there are adjoyning," in fee. Mr. Hale died May 15, 1700; and the estate disconded to his con Robert Hale, Eq., of Beverly, physician. How long the house remained is anknown to

John Giles House, John Giles of Hererly, yeoman, owned this lot of land in 1687. His sen Elieser Giles of Beverly, carpenter; and son index John Wheeler of Beverly, cooper, conveyed to Capt. Thomas West, Capt. Joseph Herrick and Lt. Hobert Briscoe, in behalf of the town fown of Beverly, who were chosen to receive the title for the Publick ute of Said Towne Especialis for military Feb. 12, 1705.6, the western part of the lot to "Esmain for the Publick ute of Said Towne Especialis for military wife joined in the deed July 6, 1706-6, Art. Wheeler's wife joined in the deed July 6, 1706-6, Art. Wheeler's one pounds, conveyed the dwelling house and land to Edeser Giles, it, of Beverly, wheelenight, Feb. 14, 1729-80; and Mr. Giles, for one hundred and seventy Edeser Giles, it, of Beverly, wheelenight, Feb. 14, Joseph Ghumpney of Beverly, wheelenight and aventy pounds, conveyed the house, barn and lead to Beverly Joseph Ghumpney died Feb. 28, 1773; and the estate belenged to the miles. In 1784. How long the house stood is unknown to the miles.

John Bond House. This lot of land was probably the ten-acre lot granted to Henry Reyley by the norm of Salem in 1638. He lived in the house which stood again the lot, being a yeamen; and conveyed "my nor dwelling house," bern and ten acres of land to his con-in-law John Bond of Beyerly, husbandman, for the acreport of himself and wife, Nov. 13, 1637. Mr. Balley died May 16, 1678; and his widow Dorothy was living in 1694. John Bond and his widow Dorothy was living in 1694.

Exces Registry of Deeds, book 9, leaf 271, "Exces Registry of Deeds, book 77, leaf 110.

RESER REGistry of Deads, brook 10, heat 60.

Essex Registry of Doods, book or list at.

Esses Registry of Deeds, book 13, test 174,

died in the spring of 1694; when the land was appraised at eighty pounds, and the dwelling house and barn at sixty pounds. The estate descended to his only son Edward Bond of Beverly, yeoman; who, for seven hundred pounds, conveyed the same to Andrew Woodbury of Boston, mariner, July 28, 1739. William Bartlett of Beverly, shoreman, owned the estate in 1774; and he became a merchant. For seven hundred and forty-five pounds, Mr. Bartlett conveyed the dwelling house and land to Elias Smith of Beverly, mariner, May 1, 1782. It has not been determined how long the house stood.

Jeremiah Butman House. This lot of land belonged to Jeremiah Butman in 1667; and he died Feb. 6, 1693-4. Jeremiah Butman was owning it in 1739; and Jeremiah Butman of Beverly, yeoman, died in the summer of 1768. His dwelling house was then appraised at fourteen pounds, his barn at five pounds, and the land at ten pounds per acre. In his will, he devised the homestead to his four sons, William, Matthew, Thomas and Jeremiah. The latter two had died before Sept. 5, 1778, when the homestead was divided, William Butman being assigned "the remains or part of the old Dwelling house on the premises." This was probably the only part of the old house then standing.

¹Essex Registry of Deeds, book 78, leaf 118. ²Essex Registry of Deeds, book 139, leaf 103.

died in the spring of 1694; when the hand was appraised at eighty pounds, and the dwalling house and harn at sixty pounds. The estate descended to his only con Edward Bond of Beverly, yeoman; who, for seven hundred pounds, conveyed the same to Andron Wordhory of Boston, mariner, July 23, 1733. William Bartlett of Beverly, shoreman, owned the estate in 1714; and he became a merchant. For seven hundred and lorty-five pounds, Mr. Bartlett conveyed the dwelling house and land to Elles Smith of Boverly, mariner, May 1, 1782. It has not been determined how long the house stood.

Jeremiah Butman House. This lot of lead belonged to Jeremiah Butman was owning it in 1759; and Jeremiah Butman was owning it in 1759; and Jeremiah Butman of Beverly, yeoman, died in the summer of 1768. His dwelling house was then appraised at fourteen pounds, his barn at five pounds, and the lead at ten pounds, per sone. In his will, he devised the homestand to his four sons, William, Matthew, Thomas and Jeremiah. The latter two had died before Sept. 6, 1776, when the homestand was divided, William Butman being assigned "the remains or part of the old Dwelling home on the premises." This was probably the only part of the old house then standing.

Bases Begistry of Deeds, book 78, lest 113,

THE REFUSAL OF REV. JACOB ELIOT.

To the Church and Town of Topsfield— Honourd and Beloved—

After a further and full Consideration of the Call you have Given me to the Work of the Ministry among you and all the Circumstances thereof: I Cannot see my way Clear to accept it; Since you were so much Divided in your Choice and Remaining so or more so still: as has been manifested in Some Votes Referring thereto In hopes therefore of Greater peace, Love and Union among your selves, I do by these presents Discharge my self of the Obligations I have been under to Supply your Pulpit, & shall not upon ye Present foundation, Continue my Ministerial Labours among you any Longer—So praying that you may fully Unite in your Affections to one another and in Such an one to be your Pastor as may through the Glorious Head of Influences be a happy Instrument of Promoting Peace and Holiness among you; I Remain a fervent Well Wisher of your Temporal and Eternal Happyness

JACOB ELIOT

Boston May ye 2d 1728.

Note. Rev. Jacob Eliot, son of Joseph and Silence Eliot, was born in Boston Nov. 14, 1700. He graduated at Harvard College in 1720, and was ordained as the first minister of the third church in Lebanon, Conn., Nov. 26, 1729. He died in office April 12, 1766.

THE REFUSAL OF REV. JACOB ELIOT.

To the Church and Town of Topsheld-

Tionourd and Beloved-

Alest a luribar and full Consideration of the Call you have Given me to the Work of the Ministry among you and all the Chrometanoes thereof: I Cannot see my may Clear to accept it; Since you were so much Divided in your Choice and Remaining so or more so still; as has been manifested in Some Votes Referring therets In boom manifested in Some Votes Referring therets In boom manifested in Some votes Referring therets in the Obligations I have been under to Supply your Eulpit the Obligations I have been under to Supply your Eulpit Ashall not upon y Present foundation, Continue iny that you may fully Unite in your Anasthous to one another and in Such an one to be year Patent as any ing that you may fully Unite in your Anasthous to one another and in Such an one to be year Patent as any attention the Glorious Head of Influences be a happy instrument of Promoting Peace and Hollness among you; I Eternal Happyness

JACOB BLIOT

Boston May y 24 1728.

North, How. Jacob Eliet, son of Jeseph and fellower littles and born in Borton Nov. 14, 1710. He greduated as Harrand in Nov. 15, 1720, and was ordained as the first minister of the chird shared if a Lebanon, Ocur., Nov. 26, 1726. He shed in office April 18, 1703.

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